

INCIDENTS
IN THE
LIFE OF AN OFFICER
OF THE
UNITED STATES NAVY





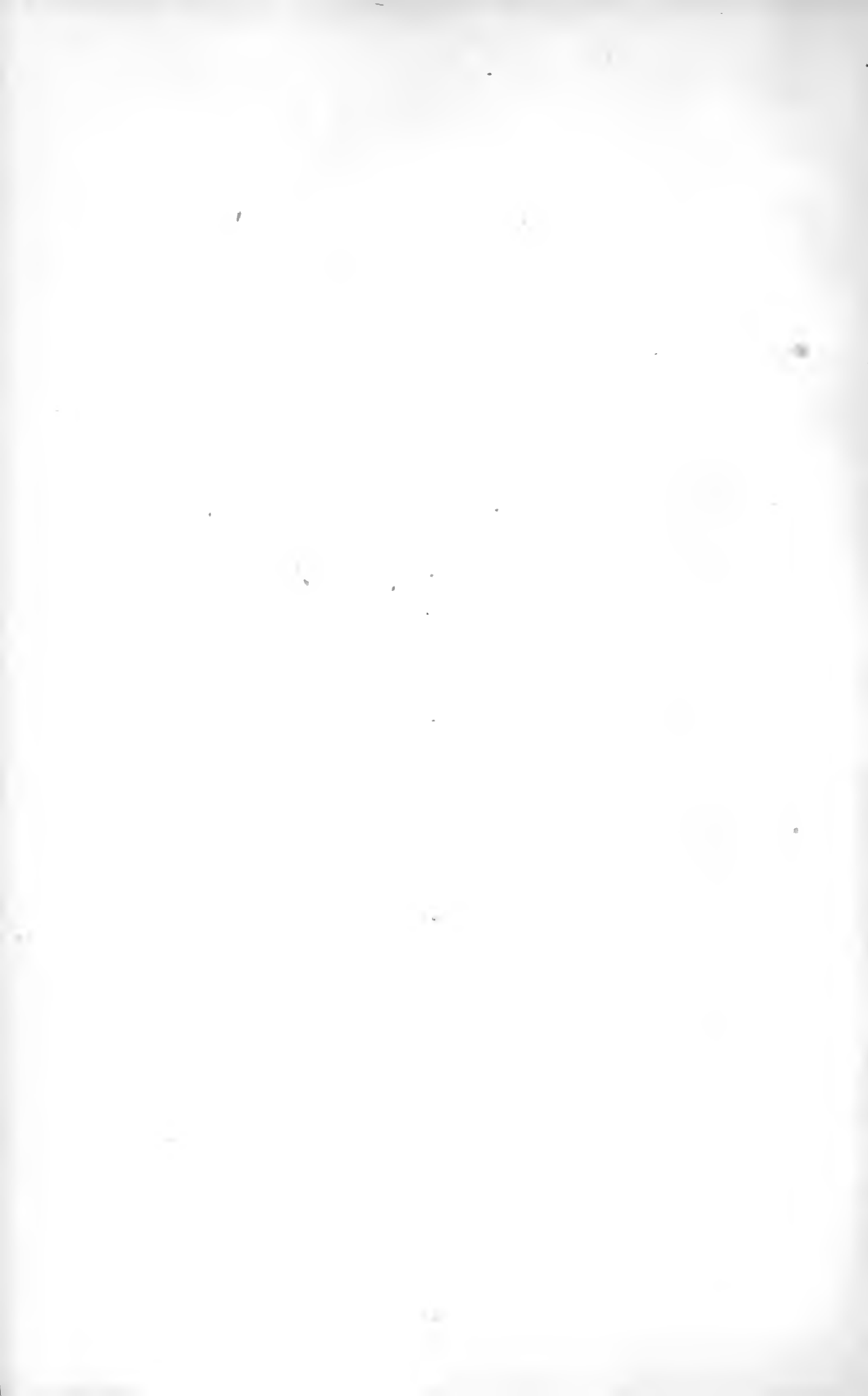
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INCIDENTS in the
Life of an Officer
of the United States Navy.

DEC 10 1917

CLARENCE

Journals and Letters *of*

COMMODORE HOLLAND NEWTON STEVENSON,
United States Navy, *Retired*,

Together With a Sketch
of His Life.

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EPHRAIM HOLLAND NEWTON D.D.
1787 — 1864



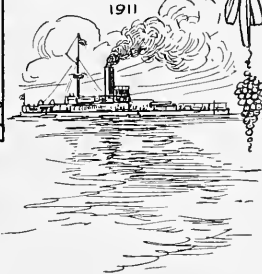
HOLLAND NEWTON
STEVENSON M.D.
1886 —

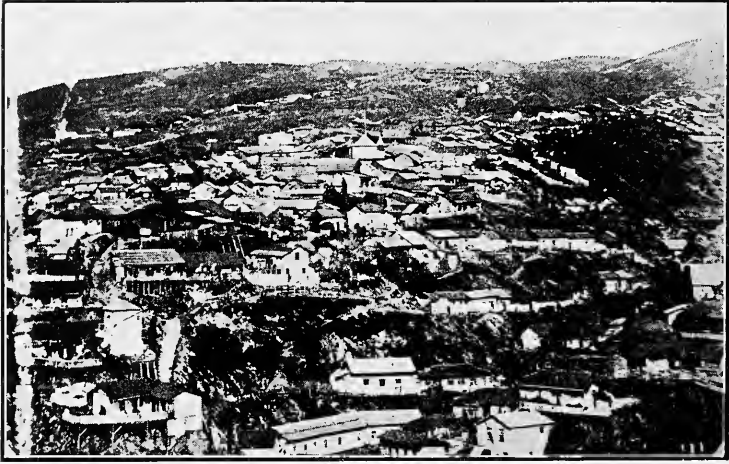


HOLLAND NEWTON STEVENSON C.E.
COMMODORE U.S. NAVY
1844 — 1911



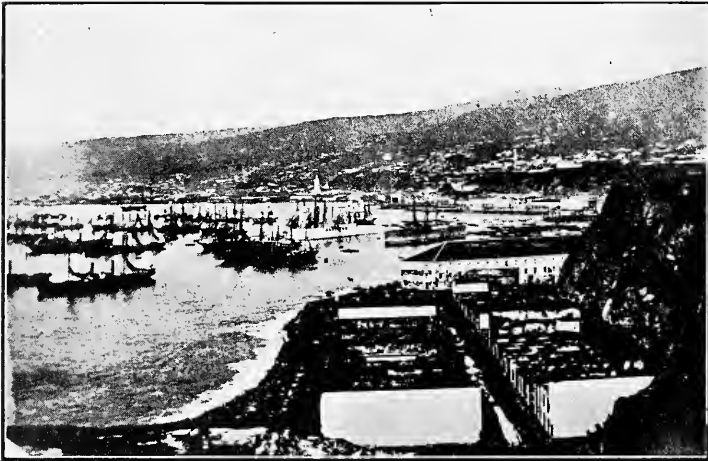
HOLLAND NEWTON
STEVENSON
1911





VALPARAISO—View of the Tops of the Hills

The hills in the rear of the city rise to the height of three and four thousand feet, and to reach their summits you must go up in zig-zags.



VALPARAISO—General View of Water Front of the Whole City

Sketch

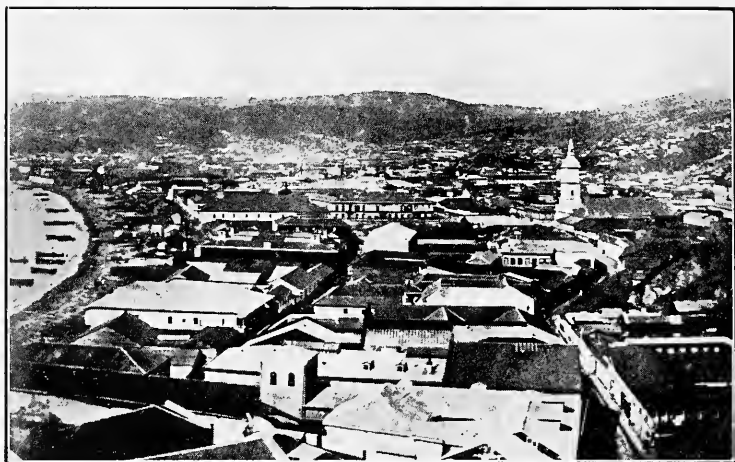
This sketch of Commodore Holland Newton Stevenson is printed to give to his friends a more intimate knowledge of the interesting events of a life spent in an earnest endeavor to be of use to his country and value to his fellowmen.

Commodore Stevenson died in San Francisco, October 3rd, 1911. He was born at Cambridge, Washington county, New York, September 3rd, 1844, the oldest son of Seraph Huldah Newton and John McAllister Stevenson.

Commodore Stevenson entered Rensselaer Polytechnic institute at Troy, N. Y., in the fall of 1863, from which he was graduated in the class of 1866, being given the degree of Civil Engineer. He was appointed to the United States Naval Academy in the newly formed class of Engineer students on October 10th, 1866, and was graduated and given a diploma from that institution June 2nd, 1868.

At the close of the Civil War the government felt the need of increasing its force of Engineers in the Navy and offered appointments to graduates of engineering and scientific institutions to enter the service. Under the new arrangement Commodore Stevenson entered the first class appointed by the Navy department.

His first cruise was on the "Dacotah", South Pacific Station. When the ship was at Callao, Peru, in March, 1869, he was detailed by Admiral Turner to accompany an expedition sent out by the Peruvian government to explore the head waters of the Amazon River. The expedition was gone about three months, crossing the Andes on mules over what is now practically the route of the Meigs railroad. They reached the head waters of the Amazon River, but were compelled to retreat on account of the hostile action of the native Indians. He wrote a full account of what he learned and saw on that trip, which is now on file with the department in Washington. He also kept a copy of this report which is printed in part in the following pages, together with a journal of his first cruise.



VALPARAISO AS SEEN FROM "CERRO CONCEPCION" THEATRE



VALPARAISO FROM THE "PANTEON" OR CEMETERY



CITY HALL AND POST OFFICE, VALPARAISO

From 1891 to 1894 he was on the "Alliance," Pacific and China Stations, coming home from China on that ship around Cape Horn. This ship, of which he was Chief Engineer, was in the harbor of Apia, Samoan Islands, at the time of the Great Tidal Wave. His prompt action in getting up steam enabled the ship to put to sea and escape damage or destruction. For this he received special commendation.

When on the China station he had the privilege of going to the interior of Corea, on an expedition representing the United States. Seoul, the capital, and other places were visited, the government officials and citizens showing them every courtesy. His special part was to investigate the possibility of finding coal deposits.

His last service at sea was from May, 1898, to June 5, 1899, on the monitor "Monterey," of which he was Chief Engineer on its memorable trip of fifty-seven days from San Francisco to Manila, during the Spanish war. This was the first monitor to cross the ocean; it arrived in first class condition, ready for bat-

tle. Its officers and crew received the commendation of Commodore Dewey for the successful trip and the condition in which it arrived.

Commodore Stevenson returned from Manila in June, 1899, and from that date until his retirement was stationed as Chief Inspector of machinery at the Union iron works in San Francisco.

During the period of his last station in San Francisco he was detailed as a member of the special board appointed to investigate the feasibility of using oil for fuel on naval vessels. He was also detailed as Chairman of the board of inquiry on the explosion of the boilers of the Bennington in San Diego harbor, by which over one hundred lives were lost.

He saw, during his time of service, the recognition of the engineering corps when they were granted equal rank with line officers, by the personnel bill of 1899. During the different cruises he saw many parts of the world. It was his pleasure to take an interest in these different countries and become informed in regard to the history, habits and lives of the people. It was equally his pleasure to write to his friends and relatives of what he saw and learned on these journeys. Many of his letters have been preserved and are interesting reading in the light of the growth and changes which have occurred since they were written.

Journal of First Cruise

On the 3rd of July, 1866, I with sixteen of my classmates, forming the Class of '66, were graduated from the "Rensselaer Polytechnic Institute" at Troy, New York, with the degree of "Civil Engineer." During the succeeding summer the Navy Department offered inducements for young men, "Graduates of Scientific Schools," to enter the Engineer Corps of the Navy. They were to be instructed in theory and practice of their profession for two years at the Naval Academy, Annapolis, Md., and then be graduated and commissioned as Second Assistant Engineers. Under these inducements a class of sixteen was formed and given the appointments of "Acting Third Assistant Engineers" dated October 10th, 1866. We pursued these studies during the required time, passed all the examinations, and finally were graduated and warranted as Third Assistant Engineers dating from June 2nd, 1868. We formed what was known as the Engineer Class. The following are our names in order of graduation: Chas. D. Bray, A. B., Geo. S. Gates, Herschel Main, Francis N. Trevor, C. E., Theron Skeel, C. E., Holland N. Stevenson, C. E., Frank J. Symmes, John Q. A. Ford, C. E., Chas. J. Purdie, Julien S. Ogden, Chas. W. Rae, C. E., Geo. H. Kearney, C. E., Jones Godfrey, Wm. S. Moore, Cyrus D. Foss, John B. Peck, A. B.

On receiving our warrants instead of commissions, several sent in their resignations but they were peremptorily refused, which scared off the rest of us from doing the same; and we had to accept our warrants with the promise of our commissions after one year's sea service. I received my warrant about the 1st of July, 1868, and on the receipt of my acceptance by the Department, orders were issued to me to sail from New York on July 24th and join the U. S. S. "Mohongo" 3rd rate at San Francisco. This order was dated July 2nd, 1868. On the 9th of July this order was modified so that I was transferred from the "Mohongo" to the "Dacotah" in the South Pacific Squadron, changing places with J. B. Peck, who wished to go on the same vessel, the

"Mohongo," with Bray, Peck having first been ordered to the "Dacotah." Peck effected this change and I knew nothing of it until I read the modified orders. I left New York on July 24th and arrived at this Port—Valparaiso on August 27th and now on September 23rd, have commenced to write this journal from memory and notes in my diary.

July 22nd, 1868.

The last three weeks have been spent in making my preparations and getting my outfit, which I have thought best to reduce to the least amount practicable, and my total effects weigh only 115 lbs. This morning I spent in packing my trunk. All said good bye with a feeling very gratifying, and Dr. George, my brother John and I passed away from the sight of the house and home. John accompanied me to New York, and we left Cambridge at 2 p. m., arriving in Troy an hour later. We arrived in New York the next morning on the steamer "Drew."

July 23rd.

We proceeded to the Astor House where I soon met "Jones" Godfrey, Symmes and many others who intend to sail with us tomorrow. Symmes and I went to the Navy agents, drew our mileage and got transportation papers, then we went up to the Company's office, Pier 42, and secured our staterooms. We being *only warrant* officers were entitled to Second Cabin passage only. We paid the difference, and took First Cabin passage.

July 24th.

We left the Astor House at 10.30 a. m., and went to Pier 42, North River, arriving in the midst of a scene of the wildest confusion and disorder; carriages constantly arriving, mail carts and baggage wagons, discharging their loads, porters running here and there with trunks, old women jabbering about their handboxes, men swearing about their trunks, the roar of the escaping steam, the rattle of the chains on the hoisting cranes, might well confuse any but a clear head. I took charge of our baggage and soon saw it all ascend, swing over the ship and rapidly descend somewhere into the interior. At 12 m. the

gong sounded and "All ashore that's going" rang from one end to the other of the ship. I said good-bye to John, he passed down the gangway and was soon lost to my sight. The last I saw of my native land was the rays of Barnegat light just visible above the watery horizon, and they finally faded away about 10 p. m., and thus I passed out into the deep sea on my first ocean voyage. The following are the names of the naval officers, passengers on the Pacific Mail Company's Steamer "Rising Star" sailing from N. Y. July 24th, 1868. Chief Engr. John S. Alberet to be Lieut Comd'r C. A. Babcock, Lieut. Comd'r Walter Abbot, Lieut. N. M. Dyer, 1st Asst. Engr. James Butterworth, Master William H. Brownson, Asst. Surgeon J. A. Hawke, Ensign H. R. Baker, Ensign W. A. Morgan, Ensign Asa Walker, 3rd Asst. Engr. C. D. Bray, 3rd Asst. Engr. G. S. Gates, 3rd Asst. Engr. H. Main, 3rd Asst. Engr. F. N. Trevor, 3rd Asst. Engr. Theron Skeel, 3rd Asst. Engr. H. N. Stevenson, 3rd Asst. Engr. F. J. Symmes, 3rd Asst. Engr. J. Q. A. Ford, 3rd Asst. Engr. C. F. Purdie, 3rd Asst. Engr. J. S. Ogden, 3rd Asst. Engr. G. H. Kearny, 3rd Asst. Engr. Jones Godfrey, 3rd Asst. Engr. C. D. Foss, 3rd Asst. Engr. J. B. Peck, twenty-four in all, and including all my class except Rae and Moore. Rae came to New York while we were there, and was with us until we sailed. He was under orders to join the "Contoocook," Flag Ship, North Atlantic, at Norfolk. Moore was not ordered up to the time we sailed.

July 25th.

The ship had considerable motion, and the breakfast table was quite slim, not more than half our party being present. We are getting down towards Cape Hatteras and the sky is over cast, the ship pitching quite badly.

Sunday, July 26th.

Quite forgot the day until called to mind about 3 p. m. At dinner one or two of our party appeared but all left the table very soon. A wet, rainy, dark and disagreeable day.

Monday, July 27.

At dinner all our party appeared except Peck and Bray and we were quite a jolly crowd once again. Nothing of special inter-

est during the rest of the trip to Aspinwall. On the 29th we passed close to Long Island, and that night through Crooked Island passage. On the 30th we passed close to Eastern End of Isle of Cuba. On Sunday night, Aug. 2nd, about 9.30 p. m., we ran into Aspinwall harbor, made signals, then stood out to sea again; came to anchor, and passed the night. Thus tomorrow morning will end a tedious journey for five hundred and seventy-three passengers, on a miserably uncomfortable, badly appointed and worse attended steamer. This does not reflect credit to the Company or to our nation.

Aug. 3rd, Monday.

I awoke early and looking out of the air port found the steamer under way and at 7.30 a. m. we arrived at Company's wharf at Aspinwall, or Colon as the English call the town. The air has a very peculiar damp, sultry feeling, very enervating and I do not wonder at the lazy look and manners of the Jamaica negroes employed on the wharf. Their dress consisted of white shirt and white trousers and notwithstanding their lazy look, presented a very neat appearance. I scarcely believed when I read Martin Chuzzlewit that I should ever see any town on the face of the globe that bore the least resemblance to the "City of Eden" so graphically described by Dickens, but such a city (?) is Aspinwall, built on made ground along the sea beach of a swampy island, consisting principally of two streets parallel to the water edge with several cross streets connecting them. All these streets are raised several feet above the level of the swamp which still exists in the rectangle between them in all its native ugliness. All the natives live for is to swindle travelers, as we soon found out to the curse of some of our party. At 11 a. m. the train was advertised to leave, which was to carry us across the isthmus and the intervening time was spent by us wandering around among the grog shops, so called hotels, company's workshops, &c., and back to the edge of the swamp where we gathered some of the most beautiful flowers I have ever seen. At 11.30 our train started and we commenced our journey over the isthmus to the city of Panama, a distance of forty-seven miles. The railroad runs through a great variety of tropical

scenery, at first through an almost impenetrable swamp, a complete jungle, then after striking the Chagres River follows its tortuous course leaving the swamps and coming to the high ground. The railroad is a good one, and is kept in good condition; the rolling stock is all American and I saw on the cars and engines the names of builders very familiar in the states. The description of the tropical vegetation and scenery is altogether beyond my powers. One thing I noticed, that is the great variety of parasites clinging to the tall stately trees, some of them hanging in slender pendants for fully forty to fifty feet. The forest and undergrowth is kept down for a distance of some forty or fifty feet on each side of the line. Owing to a heavy rain two days before which carried away a culvert near the center of the line we spent most of the day on the train waiting for it to be repaired, which was accomplished about sundown. About 4 p. m. there came on a heavy rain which added to our misery, for we had had nothing to eat since breakfast and could not get anything for love or money. Many of the passengers suffered severely, especially the women and children. But at last we got over the dangerous place and at 9.30 we were in a New York omnibus bound for the Grand Hotel, Panama, as fast as two lean mules could draw us, urged by the whip and words of our impatient driver. Some fifteen minutes was thus occupied and we stepped out at the porch of the Grand Hotel. We soon had a good supper served and so great was the contrast with the day's miseries that we thought we were in paradise and so we were. Ten of our party were to leave us here, bound for San Francisco, the steamer leaving tonight. I walked down to the wharf with them, bade them good-bye and then returned to the hotel, only stopping to inspect a "Dignity" or Jamaica Negro ball. I slept that night if ever I slept. We found that the southern steamer had sailed the day before so we must wait until August 10th and so came my first sleep, where I could stretch out, for over ten days. I slept on the lounge in my stateroom on account of its being much cooler.

Tuesday, Aug. 4th.

Early this morning I was awakened by a horrid jangling noise which I soon found out to be the bells of the churches, each being

rung after the manner of a fire alarm, and I, being an old "*fire butcher*" soon recognized the once welcome sound. I seized my clothes, rushed to the shutter, looked out and found there was no fire, not a soul was to be seen in the plaza; so I again turned in, afterwards finding out that it was the method of ringing bells for mass. Each church has from five to twelve bells and there are some dozen churches, and some eight or ten times each day they send up a young muchacho (boy) for each bell to hammer away with a big maul until he gets tired; the effect is grand (over the left). We thought at first *another revolution* had broken out and that some native had become patriotic and wanted to be president. We soon got used to it as one will to anything.

The Grand Hotel is a new institution built some three or four years ago and is a very fine hotel. The rooms are high, roomy, clean, comfortable, while the table seemed to us to be the best we had ever seen—we did not live well on the "Rising Star"—too many stews, "scouces," &c. There is neither a window nor a chimney in the house. Each room fronts on the balcony and has several doors made after the fashion of Venetian blinds. Stoves we did not need. The weather is warm, sultry and damp, and until 4 or 5 p. m. we never went out of our rooms but stayed about them in the most comfortable attire possible, essentially nature's own. Many of the children up to ten and twelve years go about the streets perfectly naked and nobody blushes.

It is now the rainy season and we are constantly having showers with the sharpest thunder and lightning I have ever seen, so we could not get off the U. S. ship "Cyane" to report to the senior officer present, as the flag ship has gone south, and we took a walk around some of the old churches nearest to the hotel.

Wednesday, Aug. 5th.

Today we went off to the "Cyane" and reported to Comd'r Waters, U. S. N., who gave us orders and transportation to proceed to Valparaiso.

The intervening time to Monday, Aug. 10th, we spent in rambling about amongst the ruins of the former greatness of Panama. The city of old Panama was commenced early in the

16th century and was the first city built by Europeans on the American continent, although several colonies had been founded on the eastern side of the Isthmus before this. This city rose in wealth and importance until in 1661 it was destroyed by Morgan the pirate and buccaneer, and immediately after the site of a new town seven miles from the old one was chosen and the present city of Panama was commenced. Measures were taken to fight more effectively the attacks of future pirates by building a system of defences, a heavy wall all about the city. This wall still stands as do many of the ancient works connected with the defensive system, all in good state of preservation. We commenced our rambles at the gate and fortress of San Antonio, the entrance from the lower side, and each day took up our explorations from the point where we left off; in this way we did the old walls; we then took the town by sections and explored the old churches, convents and muros of which there are numerous ruins; some five or six of these have fallen into disuse, and of others they use merely a small part of the old edifice. Every church in town has a sad look of desolation and decline about it; every one of them has been robbed of all its old treasures, and they all present a base look. I must except in a measure the cathedral, the most recent structure and in the best state of preservation. The building was completed about one hundred years ago, and contains beneath its floor the bones of many of the early settlers, proud Spanish families, the descendants of whom now degenerated, claim still the family pride and renown with few, very few of their good qualities.

Monday, August 10th.

The steam tender "Morro" was advertised to leave the wharf at 11 a. m. to convey us to the island of Toboga, nine miles off, where we were to take the steamer "Limena" of the Pacific Steam Navigation Company's line. The tides at Panama rise and fall about twenty feet, which makes it necessary for the large steamers to lie some miles from the shore, and all freight and passengers have to be conveyed to them on tugs and lighters, which can only leave the single wharf at certain stages of the tide; this made it necessary for us to leave at about 11 a. m. The trip down the

bay of Panama to the steamer was very pleasant and but for one thing would have been enjoyed by us five Third Assistant Engineers. Being only warrant officers we, as on the "Rising Star," were entitled to only Second Class or Second Cabin passage. Our first fears were more than realized on getting aboard the "Limena," when we found out what "Segunda Classa" meant. The quarters were forward, and to get to them we had to pass amongst the deck load of cattle, &c, and there found for companions as nasty and dirty a set of Dagos as I wish to fall in with. The difference in gold for First Class passage was one hundred and twenty dollars and I had just two dollars and forty cents. It was our opinion that we were entitled to First Class Second Saloon, but it was too late to remedy the matter now and we had to make up our minds to bear it as "philosophers" as Jones Godfrey would say. The Order of the Department assigning warrant officers to the Second Cabin had reference to the steamers from New York to San Francisco, and Paymaster's Clerk Foster at Panama took the literal meaning of the order, he being like all the rest afraid to take the least bit of responsibility. He was acting paymaster, as the head paymaster had died or gone home sick. At about 9 p. m. we got under way. We went to supper at 6 p. m. and such a supper and such company I do not want to see again. When we thought of turning in we found empty bunks with no bedding of any description, another nice thing. I could not stand it so took the sofa in Morgan's and Baker's room and kept it as long as I stayed aboard. It was not the hard "grub" or bad quarters that hurt us so much as it was the marked difference shown in the treatment of the two classes of passengers, and the evident desire of the Department in seeking to economize by requiring American Naval Officers to travel in English steamers in the steerage, another point in which the Department has shown its desire to fulfill its part of the original agreement with us. Baker and Morgan had many a laugh and joke at our expense, especially about the cow which stood in front of the door to our palace. On the 13th between 5 and 6 a. m. we passed the Equator and having run into the Antarctic current and south wind the day before, the night was cool and at the very time we passed the line I lay shivering with the

cold. Quite a change from Panama. After sighting Cape San Francisco we followed the coast within a few miles all the way down to Valparaiso. At 8.30 p. m., the 13th, we ran into the harbor of Payta, Peru, and the next morning went ashore and had a breakfast that was a breakfast, and if ever five fellows went through a pile they did it then. The landlord of the only hotel didn't make much out of us at sixty cents a head. After breakfast we went about the town and laid in a stock of provisions to last to Callao. Payta is a small city of about two thousand inhabitants and of considerable commercial importance.

Monday, Aug. 17th.

After lunch all hands were forward looking out for Callao, which gradually arose out of the water. All our officers were busy with their glasses looking for the flag ship and other vessels of our squadron. Great was our joy when the "Powhattan" was discovered. What we were going to do we had made up our minds ere this. At 3 p. m. we came to anchor and soon were breaking out our trunks for our naval gear, which being put on we went on board the "Powhattan" and reported to Rear Admiral Thomas Turner, to whom we made a verbal report on our quarters. I saw L. L. Smith, 2nd Asst., who used to be at the Academy; Pemberton and others were on shore.

Tuesday, Aug. 18th.

Symmes, Gates and I drew cuts to see who should go aboard the flag ship to see about our quarters; it fell to Symmes. He returned with the Flag Lieut., who made an inspection and made a report in writing to the Admiral; we doing the same. We sent this to the Admiral with a certificate from the Purser of the "Limena" that we had been furnished with steerage passage. At 1 p. m. the fleet paymaster, Mr. Jackson, came on and took a look at our tickets; I went ashore and at sundown returned with them changed and entitling us to 1st Class passage. Symmes and Gates having gone to Lima, Trevor and Purdie, with others going to the same ship, were ordered to wait in Callao for the arrival of the "Nyack."

Wednesday, August 19th.

Took a short run ashore with Baker and Morgan, but did not see much of the town. Took a stroll through the fortifications.

The "Limena" goes into dock, so the freight and passengers were transferred to the S. S. "Chile" of the same line.

In the evening the S. S. "Peru" arrived from the south and brought bad news of the destruction of towns, property and lives all along the coast. We learned of the stranding of the U. S. S. "Waterree" washed ashore high and dry and the store ship U. S. S. "Fredonia" sunk at Arica, which town is totally destroyed. The earthquake and wave were felt at Callao but did very little damage.

Thursday, Aug. 20th.

All the naval officers for the "Nyack" and "Fredonia" were ordered to take passage on the "Powhattan" for Arica. I went ashore and telegraphed to Purdie and Trevor who had gone to Lima to await the arrival of the "Nyack." We sailed from Callao at 5 p. m. on Aug. 20th, passing the island of San Lorenzo out to sea when we went to dinner.

Friday, Aug. 21st.

The great difference between the comfort of this steamer as compared with the "Rising Star" is noticeable in many respects. The servants are civil and willing to wait on you, and there are enough of them to attend to all. The "Chile" is a fine specimen of what an ocean passenger steamer should be; she is a very fine sea boat, and runs along at ten to eleven knots per hour; the discipline is excellent, and every pains is taken to make the passengers comfortable; she is provided with a good library open to all who choose to read. We had plenty, in fact too much, to eat.

Sunday, Aug. 23rd.

We arrived at Arica this morning at 8.30 a. m. and after breakfast went ashore to see the ruins of the town. The cause of all this destruction was an earthquake which occurred on

Thursday, Aug. 13th, a little after 5 o'clock, which shook the town and caused many houses to fall. This shock was followed in a few hours by a tidal wave estimated from forty to sixty feet in height, which swept over the town and completed the destruction. This wave did the most damage and caused the loss to the shipping. From the ship not a house is to be seen that looks at all complete. On reaching the mole or landing place we had to climb up its ruined timbers and over rubbish of all sorts before we reached firm ground. Here we met many of the officers of the "Kearsarge," "Nyack" and "Wateeree." From the ship the bay looks semi-circular in form, the town being at the right hand. About two miles to the left of the town and one-half mile from shore sits the U. S. S. "Wateeree" (3rd rate) one thousand and thirty tons and ten guns. Owing to her sound bottom she sits as straight on ground as on the water, and one who was not acquainted with her situation would imagine she was lying in some inlet or river. She had her colors flying and sails bent. She was not damaged to any great extent, being saved by the coolness and good discipline of her officers and crew; not a man flinched or drew back from any duty assigned him. In a line between the "Wateeree" and shore and about half way lies the Peruvian Corvette "America" a complete wreck, damaged beyond recovery. Many lives were lost on her. About half way from the "Wateeree" to the town lies a bark badly damaged, the "Charnicillo", English. Several other vessels were washed down and few traces remain of them, among them the U. S. Store Ship "Freedonia" to which Baker and Morgan were ordered. The "Wateeree" being a "double ender" has two rudders, and with the wave she went in shore and with the return came back; this she did several times and whichever way she went could by the use of her two rudders keep her head to the sea. In this way she was landed safe, her crew standing by nobly to do what was ordered. On the "America" not a man of her crew could be found to stand by her helm, and her officers did the best they could. Many of the crew were lost. The sea broke over the store ship and swept her down like a flash of lightning. Her Commander, Capt. Doty, was ashore. After the shock her doctor and paymaster got a boat and tried to have Acting Masters Dyer and

Organ with Mrs. Dyer, who was aboard, leave for shore, but Dyer and Organ refused. Then they tried to have Mrs. Dyer, but she laughed at their fright. They, with a boat's crew, went ashore and took to the high land. They and Capt. Doty alone were saved of her crew. After we had reached the shore we could not distinguish a street; they were all filled with rubbish. The track of the railroad which goes to Tucan, ninety miles, is completely gone for seventeen miles in shore. The force of the wave was great enough to overturn and carry some rods, heavy locomotives and cars. Heavy iron columns that once belonged in the stone custom house lay about where you least expected them. We came to the church on the plaza and while hunting for relics and curiosities, I chanced to look up to its shattered walls. I saw some of the loose stone on top trembling in two places, as if ready to come down. As shocks are being felt all the time we hurried away.

The town is in possession of the native Indians who have come from the interior to plunder. The inhabitants flying to the interior, in every direction we went we could see the effects of this plundering; empty boxes, broken open, safes torn apart. We even saw them at work, breaking out boxes, vessels and anything they could lay their hands on with a prospect of plunder. We picked up a great many relics and saw scores of others if we had had time to get them aboard the ship. I stopped to examine a ledger and from its looks I judged it was a ledger of the custom house. It had entries dated Aug. 13th, the day of the shock. I saw many other account books and bundles of paper lying about and blown about by the wind. Gates in making his explorations caught hold of a dead man's leg. The stench in many parts of the town was unbearable. It is impossible to estimate the loss of life, but it must have been very great. The town contained about ten thousand inhabitants. Acting Master Organ was drowned and his body washed ashore. His friends took charge of it and had it properly laid out, and placed in the ruins of the church. During the night the Dagos or natives broke in, stripped the body of all its clothing and left it lying on the ground. This is a fair example of what Dagos are. All our officers go armed with many revolvers. The Consuls of the different na-

tions are living, as does everybody, in tents on the high ground back of the town and appear in any clothes they can lay hold of. I would have liked to spend several days about the town to continue my explorations but we had to return to the steamer after being ashore two and one-half hours. I should like to have visited the old cemetery where are washed about the bodies and mummies of the early Spaniards and Inca Indians placed there before the Spaniards came, but could not as we sailed at 12.30 p. m. The feelings awakened by this disaster I can never forget. The rumors that reached us and which were subsequently confirmed, gave accounts of great destruction along the coast from Chile to Ecuador. About 9 o'clock this evening just as I was opening the door to my stateroom I felt the ship tremble and everything rattled as if the ship was going to pieces. This I noticed twice in quick succession and knew that it was caused by nothing about the ship and that it must be an earthquake. I rushed on deck and found everybody on the *qui vive* to see what was the matter. With the sights I had seen this day and the shocks just felt, I did not sleep as quietly and comfortably as I have on some occasions I can remember.

Thursday, Aug. 27th.

Ever since lunch all hands have been on the lookout for signs of Valparaiso. At 3.40 p. m. we arrived in port, passing near the U. S. S.'s "Dacotah" and "Tuscarora." As soon as we could get on our naval gear we went off to the "Dacotah" and reported. The persons that we are to relieve have been on her over three years by some months and were very glad to see us, and were not long in finding out which was each relief. Potts and Parker did not find theirs and were somewhat downhearted at the disappointment. After reporting we went ashore and spent the night and received our first impressions of Valparaiso. We took a walk through the business streets, called at the Blosa and retired early to bed at the Hotel Inglesa and slept very soundly. The persons whom we relieve have been looking for us during the last year and had begun to think the Navy Department had forgotten them. So we are now at our journey's end after thirty-five days from New York and thirty-seven days from home. Tomorrow

we take up our quarters on board the "Dacotah" where we expect to live for some time to come, probably over two years.

Friday, Aug. 28th.

We went aboard at 10 a. m., reported, then went over to the "Chile," brought off our baggage to the "Dacotah," and were busy all day in unpacking and getting things in place.

Saturday, Aug. 29.

I went to quarters for the first time on board a man of war. I am in charge of Hose division at general quarters and first quarters and an officer of engineers' division. Went ashore in the afternoon and made some purchases and commenced my exploration of Valparaiso. Took mid watch, my first duty on the "Dacotah."

Valparaiso, Chile, is the chief seaport of the Republic of Chile, and the town that presents to me the greatest evidences of a substantial civilization. At first I did not like the town at all nor its ways and people, but after a residence of three months and more I have become accustomed to its people and their ways and have good reasons to change my views. It was settled by the Spaniards during the time of the buccaneers. One of their ships after being tossed about for a long time in the Pacific and meeting no prizes at last came to anchor in the bay of Valparaiso where the hills all looked green and beautiful, and in the fullness of their joy they named it "Valdeparaiso" or "Vale of Paradise." The bay of Valparaiso is semi-circular in form, about four miles wide and three miles deep, and opens directly to the ocean and to the northward and westward. The city is built at the base of and on the high hills which completely surround the town and covers in consequence a large extent of ground. The town contains two Protestant churches, one Episcopal, and one Union in which the various services of the Presbyterians, Dutch Reformed and Congregational churches are held; also several large Catholic churches. Good schools, an opera house, open about three fourths of the year; horse railroads, a splendid fire department, gas, and water in abundance; and in fact, but for the language, and peons one would easily imagine himself in a city of the United States. The

greater share of the business is carried on by English and American houses with many French, Germans and a sprinkling of almost all nations. Of the exports and imports of Chile twenty-three twenty-fourths comes in and goes out at this port, and a large fleet of ships may at all times be seen in her harbor. The great depth of water near the shore has thus far prevented the building of wharves for loading and discharging cargoes which is safely done by means of launches or lighters to and from which all packages are carried on men's shoulders. There is but one landing place, being the Mole, and then the freight is landed on a sandy beach and has to pass through the custom house and be inspected, when it is taken in carts to the purchasers. During the fall and winter months, April to November, the prevailing winds are from the northward and frequently blow hard enough to endanger the shipping. Anyone who has felt a genuine "Norther" does not care for another. During the rest of the year the winds are from the southward and eastward and are cool and pleasant. During both these periods all ships are moored in tiers head to wind.

The people of Valparaiso are fond of music and almost every evening you will hear some of the various bands playing in one of the plazas or public squares, and every Sunday afternoon in the "Jardin Recreo." Most of the people take their children out to hear the music, have a promenade, see the animals, etc. During the week the bands also play several times. I passed several very pleasant afternoons in this way. The people seem, as in all Catholic countries, to make the Sabbath a great holiday and frequently the troops are reviewed on the "Plaza Ancha," or the fire department have a squirt in the plazas and the people wander in crowds over the hills back of the town; the lower people taking their "conn" and a guitar with some "chicha" or wine cider, will get out of town and dance the "Zamacueca" or national dance all day. These lower classes or peons know little, require little, but enjoy what little they have. You will invariably see them with their ponchos thrown around them, whether it be hot or cold, in fact many of them wear nothing else but a pair of trousers. I have made several acquaintances amongst the Americans. On Rev. Mr. Trumbull and family I

called quite often and always passed a pleasant evening. I was surprised to find him so well posted in U. S. politics, the character of the leaders of the political parties, the platforms, etc., and the probable effect of their success on the future of our country. He comprehends the whole subject with greater clearness than you could expect from a man who has been in the United States but a few months in twenty-five years. I quite enjoyed the visits to his family. He is pastor of the Presbyterian congregation of the Union Church, a man of great energy of character, and one who has done much good in this country. He was in Cambridge several years ago and preached in the White church and remembers Rev. Mr. Taylor quite well. I also learned that an old school-mate of mine at Manchester, Vt., Miss Lizzie Burnham then, and Mrs. A. M. Merwin now, a minister's wife, was settled in Santiago. Of course I was quite anxious to see her again, and one evening while at Mr. Trumbull's I went with them to Mr. and Mrs. Wheelwright's and there met Mrs. Merwin and passed a very pleasant evening. Of course we had a long string of reminiscences to talk over and many a face was called back that I had long since forgotten. I was at school with her in 1858, ten years ago. I had not seen her since. I called quite often afterwards at Mr. and Mrs. Wheelwright's, where Mrs. Merwin was visiting. I find that some months away from the influence of woman's society makes a man quite a machine and little better. I enjoyed the few visits very much and feel thankful for their influence on me.

Wednesday, Nov. 25th (1868)

Our repairs having been completed and no revocation of our orders coming by the mail of the 21st we got up steam and at 4.05 p. m. stood out of the harbor of Valparaiso bound to Callao, Peru.

Saturday, Dec. 5th.

At 9 p. m. we anchored in the harbor of Callao, Peru, ten days from Valparaiso; a very good passage.

Sunday, Dec. 13th.

Today Webb, Gates, Wood and I went up to Lima, my first visit; our principal object to see a bull fight. We took a carriage

at 1.30 p. m. and rode out to the "Plaza de los Toros," where is situated the ring which consists of a hard ground amphitheater some four hundred feet in diameter surrounded by covered seats arranged in tiers similar to a theater. We paid forty cents entrance and two dollars for a box in the upper and best tier. At 3 p. m. the procession of matadors, horsemen, etc., all gaily draped, entered, halted in front of the President's box, saluted and passed around the ring; an old custom, and serves to show the audience that the equipments are complete. After this performance the ring is cleared of all save the matadors and horsemen (twelve matadors, eight horsemen). The bugle sounds ready to begin, a horseman faces the entrance door some forty to sixty feet off, the door is opened, out comes the bull, sees the horseman, charges at him like mad, bellows, plunges, shakes his horns; he is met by the rider with his long cloth called "capa." The horse rears, gallops away and finally gets clear of the bull (not always), who then for the first time sees other men and horsemen, charges at them, and finally becomes perfectly furious because he can't catch them. Every man in the ring is provided with his cloth, which they shake at the bull and when he charges away behind them this enables the men to get away as it attracts the attention of the bull from them. But with this advantage they often have to jump for life. I have seen them jump up and let the bull pass under them. Darts and arrows gaily fired off with paper, are stuck into the bull when he lags, and immense pieces of fireworks, set on wheels, such as a man driving a pair of horses, came propelled across the ring by jets of fire behind; at these the bull always charges when they go off, blown up with the report like a discharge of a hundred muskets. Finally after he has been teased and afforded lots of fun to the audience the bugle sounds the note. Out steps the matador, with a small flag fastened to a stick in his left hand and a long slim sword in his right. When the bull charges at him he thrusts the sword down between his shoulders and strives to reach his vitals without causing blood to be shown; if successful the bull soon dies. Then in march two men dragging a heavy, low, two wheeled truck of iron, on which the head of the bull is chained; in comes

a team of four horses which is hitched to the truck, and with a dig of spurs, a slinging of whips, the shouts of the crowd, the music of the band, out goes the defunct bull. In a few moments another bull is let in when the same thing is repeated, until eight to twelve bulls are killed. The president and a numerous suite of officers and foreign representatives were present, all in full dress, many gentlemen and ladies (F. F. V's) all in the richest of opera or ball costume, even to low necks and white gloves, and all the common rabble in toto I suppose not far from nine or ten thousand persons. This show takes place nearly every Sunday and seems to give great amusement. I saw that day a horse ripped up, the rider thrown, and the next Sunday a man was tossed and killed. All these men partake of the sacrament and are confessed before they enter the ring. A daring feat is always accompanied with a shower of silver coins from the audience.

Expedition to Chanchamayo, Peru

In December last I first became acquainted with Mr. John William Nystrom, C. E. Engineer of the State of Peru. From him I received an invitation to join an expedition which he was then organizing. I obtained from Rear Admiral Thomas Turner, U. S. N. Comd'g S. P. Squadron, the necessary leave and the following will be essentially the report which I am required to make to our government.

U. S. S. Dacotah, (3rd),
Bay of Callao, Peru,
January 4th, 1869.

Rear Admiral,

Thomas Turner, U. S. N.,
Comd'g. S. P. Squadron.

Sir:

I would respectfully solicit your attention to the following statement and application.

Mr. John W. Nystrom, C. E. State Engineer of the Republic of Peru, intends to start soon on an expedition to the interior of the Republic, having for his object the exploration of the mineral and other resources with a view to their future development. He will take with him an able body of assistants and a strong military escort. He has expressed a strong desire to have some officers of the U. S. Navy accompany him, both for the benefit he would personally derive from their services, as well as the information which the Government would obtain, an opinion in which General Hovey, our Minister to Peru, coincides. The expedition will explore the section of country about the head waters of the Ucayali River and will occupy two to three months. The objects will be better understood by an examination of the report of a previous expedition and from Mr. Nystrom's letter, both inclosed. I would respectfully ask for leave of absence from February 1st until April 15th in order that I may accompany the expedition, stating that no compensation for services is to be received save for actual traveling expenses and subsistence, which will be paid by the government of Peru,

and that I will be prepared to make a report to our government if desired.

I am sir, very respectfully your obedient servant,

H. N. Stevenson C. E.,
3rd Asst. Eng. U. S. Navy.

(From Memory)

Hotel Maury, Lima,
March 4th, 1869.

John W. Nystrom, C. E.

Dear Sir:

I have the pleasure to inform you that on yesterday I received from Com'd'r Wm. J. Spicer, U. S. N., Com'd'r U. S. S. Dacotah (3rd), my leave of absence granted by Rear Admiral Thomas Turner, U. S. N., Com'd'r S. P. Squadron, and also his instructions, which enables me to accompany your expedition. I am willing to go with you, to receive no compensation from the Government of Peru, beyond such transportation and subsistence as the other members of your party receive, and to render such services as my professional education has fitted me for.

I am very respectfully,

Your obedient servant,
H. N. Stevenson, C. E.,
3rd Asst. Eng'r, U. S. N.

On the receipt of my letter of March 4th, Mr. Nystrom handed me the document of which the following is a copy.

Secretary of State,

Police and Public Works.

Lima, March 4th, 1869.

John W. Nystrom,

Engineer of the State.

On this day I have approved the admission you propose, of Assistant Engineer H. N. Stevenson to the commission of which you are chief, considering the expenses of transportation and subsistence in the estimate of said commission.

Dios que A. V.,
(signed) P. Galvez.

Wednesday, March 3rd, 1869.

Was busy all day aboard the ship packing up my things preparatory to taking them to Lima where they will be left until my return. Received my papers and instructions from Captain Spicer and at 3.30 p. m. left the ship in company with Webb. I took from the ship a Sharpe carbine rifle and three hundred metallic cartridges. Arrived in Lima and found that Mr. Nystrom could not get off tomorrow morning. Stopped at the Hotel Maury.

Saturday, March 6th.

This morning all the cargoes were taken down but owing to a mistake of the arriero we were one mule short, so we had to wait until Monday the 8th, when we expect to start without fail (Sin falta).

Monday, March 8th.

Was up early. At 7.30 we commenced to cargo the mules and at 10.30 left the Hotel Maury. Proceeded to the palace and were presented to His Excellency Don Jose Balta, president of the Republic of Peru, who expressed his interest in and hope for the success of the expedition; after exchanging farewells with him we rejoined our cavalry escort of ten men and our cargoes, eight in number, at the gate of the city called Maravillas. At 5.30 arrived at the Hacienda Santa Ynez and stopped for the night having made six leagues (miles). Our party was composed of the following persons.

John W. Nystrom C. E., chief; H. N. Stevenson, C. E., 3rd Asst. Eng'r, U. S. N., aid to chief; Major Buena Ventura Benel, 7th Infantry, Peru Army, aid to chief; Bernado Buente de la Verga, photographer; William Boeling, sailor; Frederick Evans, mechanic; two arrieros or mule drivers, Captain and ten cavalry, and eight cargoes, thirty beasts in all, mules and horses.

Our direction was along the south bank of the river Rimac following its meanderings, at Santa Ynez the barometer gave an elevation of two thousand five hundred and fifty-seven feet.

Tuesday, March 9th.

Resumed our march at 7.45 a. m. and at 3 p. m. arrived at the Indian village of Cocochacra, seven leagues. During the day we passed rocks, principally of metamorphic origin and we saw indications of silver. We reserved specimens for future assay. Elevation four thousand seven hundred and fifty feet. Thus far we have passed through the wide rich valley of the Rimac which is made fertile by the small water courses turned from the river, some of which run for miles making fertile the otherwise barren plain.

Wednesday, March 10th.

Resumed our march at 8 a. m., the cavalry escort returning to Lima the road being considered safe from robbers, from this point on. At 2.30 p. m. we arrived at the village of Matucana, seven leagues, where we were offered the use of the Governor's house, which we gladly accepted. From him we learned that gold had been washed in some quantity from the bed of the river, which confirmed what we considered to be gold quartz passed during the day. Mr. Nystrom found in the bed of the river a piece of hard coal that closely resembled our anthracite of Pennsylvania. Elevation eight thousand three hundred and forty-five feet.

Thursday, March 11th.

Resumed our march at 7.45 a. m. and at 4.30 arrived at Chicla six leagues, having had a hard day's ride. The valley of the Rimac gradually narrows until at a short distance beyond Matucana it is scarcely wider than the river and to Chicla is nothing but a ravine with steep rocky sides, along which the narrow mule path winds and twists and in many places is steep, rough and dangerous, being several hundred feet above the bed of the river, and our mules each carrying the extreme load of twelve Arrobas or three hundred pounds, required frequent assistance. The barometer gives an elevation of twelve thousand three hundred and forty feet.

Friday, March 12th.

Resumed our march at 8.30 a. m. and at 4.30 p. m. arrived at the Hacienda of the Messrs. Fluckers, five leagues. During

PHOTOGRAPHS OF PLACES ON THE ROUTE—Taken by Señor D. Bernardo Puente de la Vega.

Hacienda of the Messrs. Fluckers at Morococha looking N. N. W.

the day we were in sight of snow which crowned the peaks around us; the air was cold and the wind piercing. At 1.30 p. m. we passed the highest point of our route marked by a large hill of stones at the elevation of sixteen thousand two hundred and forty-nine feet. Near and within thirty feet of each other were two small lakes from which the water flowed respectively to the Atlantic and Pacific oceans. Our whole party

were more or less affected by the rarity of the atmosphere, causing chills, succeeded by fever, nose bleed, sore lips, difficulty of breathing, a heavy dull pain in the head, a feeling of oppression in the lungs, general lassitude and debility. These gentlemen, two Messrs. Fluckers, are engaged in mining at this point and have very extensive works which are described later in detail. We remained at Morococha until Sunday the 14th and have many reasons to remember their kindness and attention to us during our sufferings. The elevation of Morococha by the barometer is fourteen thousand eight hundred and sixty-one feet.

Sunday, March 14th.

Resumed our march at 10 a. m. and at 4.30 arrived at Aroya, six leagues. During the day we descended quite rapidly the Atlantic slope as shown by the rapid change in the vegetation although we are still at a high elevation, twelve thousand and six feet.

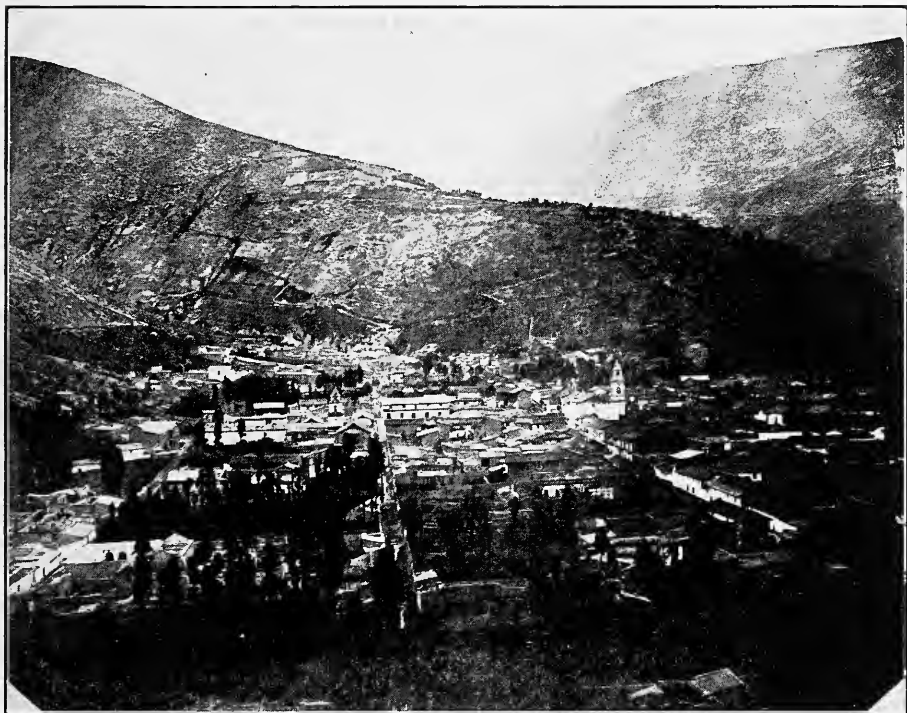
Monday, March 15th.

Resumed our March at 8.30 a. m. and at 3.30 p. m. arrived at the city of Tarma, six leagues. Soon after leaving Aroya we were in a cold rain storm for a few hours, the only rain we saw on our route to Tarma. The vegetation underwent a rapid change as we descended the valley of the Pachachacra river, and we saw on either side rich fields of grain, pastures of green grass, orchards of apples, pears, peaches, etc., the whole indicating a richer and better soil than that of the Pacific slope, which is for the most part composed of barren masses of rock.

At 3.30 p. m. we entered the city which contains about 6,000 inhabitants and were warmly welcomed by Senor Bassiga, the sub prefect and many others of the people, through whose kindness we were furnished with a comfortable house for our exclusive use, during our stay. We were shown near Tarma, an outcropping of semi-bituminous coal of good quality and judging from the geological formation of the vicinity it must exist in sufficient quantity to pay development.

It was our intention to erect at Tarma the assaying laboratory and to analyze the specimens found on the road, some

To the right and situated about one half mile from the Hacienda stands the silver works, *i. e.*, the mills &c. already described, the principal vein from which the ore is taken is in the hill directly in rear of the Hacienda. On our first visit very little snow was to be seen, but on our return the whole surface was covered with snow, and the small lake to the right was skimmed with ice. The house is in ground plan rectangular forming a hollow square making the court yard.—Taken March 15th, 1869.



A view of Tarma, Peru, looking from S by W. Taken March 22, 1869.

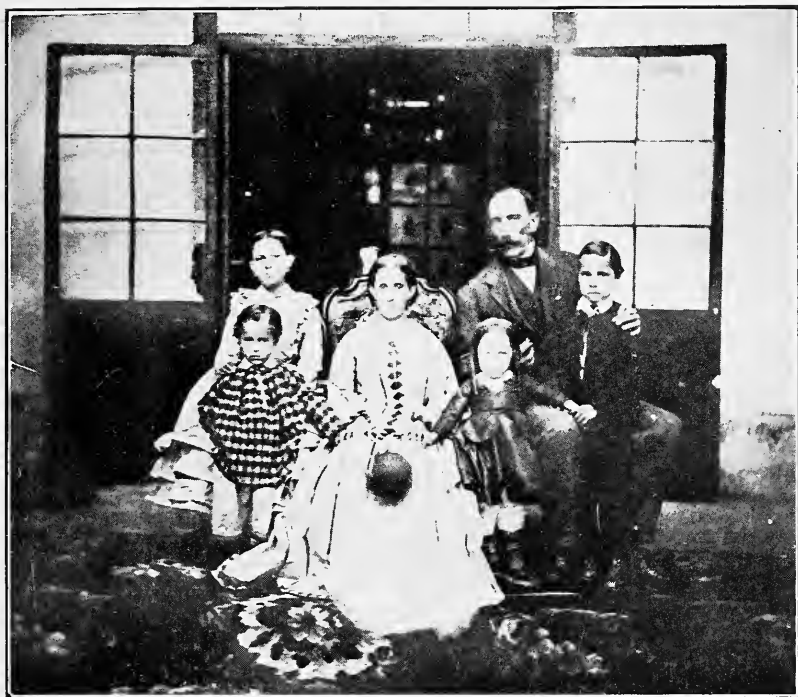
twenty-five in number, and those we might find near Tarma, but since Tarma has so few and in view of the fact that Col. Pereira is waiting for us at Chanchamayo with the military forces, Mr. Nystrom has decided to push forward in a few days to Fort San Ramon and commence the real object of his commission. This is to penetrate the country lying between Fort San Ramon,

on the river Perene at the junction of the Chanchamayo and Tulumayo rivers, and Maingal, on the Urubamba in the department of Cuzco, and connect the points by a good road, a work which has been attempted several times but never accomplished, for which we have all the necessary tools, and the troops under Col. Pereira are for our protection against the Indians called "Chunchos" a wild uncivilized tribe hostile to the white man.

We are also to examine the rivers Ucayali, Akeisimac, Urubamba and Perene as regards the practicability of their steam navigation and determine the point nearest to Lima best suited for the terminus of a railroad from that city for which the route has been surveyed for over one half the way, i. e., to Oroya.

The correct position, course and character of these rivers is not known with any degree of certainty, and we hope to give some more definite and reliable information about them on our return. That this is a work of the first necessity to Peru, a glance at the map will show. For to the development of her interior, Peru must look for new support in the future as in a few years her deposits of guano will give out and she be left with no means of support. That the section abounds in iron and the precious metals, there is no doubt but at present the cost and danger of transportation are so great as to preclude any developments of these vast resources. With a railroad from Lima to the Ucayali, the valley of the Urubamba, rich in minerals and well adapted to agriculture, will be opened to the coast and the interior of Peru will have two grand outlets to the world, one by rail to the Pacific and the other by the navigation of the Ucayali and the Amazon to the Atlantic. By these communications improved machinery can be imported and mines and agricultural products profitably worked that now bring certain ruin with the attempt.

President Balta, in our interview with him in Lima, expressed to us his firm conviction of the necessity of this railroad in preference to any other public work that Peru has in contemplation at the present time. The extreme load in one piece that can at present be transported over the mountains is only twelve arrobas of twenty-five pounds each or three hundred pounds and at a rate not over five to seven leagues per day, fifteen to twenty-one Eng-



A view of the family of Señor D. Bernardo Cajigao—The young boy on the left with a check frock was a particular favorite of mine and many a romp I had with him.—Taken April 1, 1869.

lish miles. The cost of this one cargo to Tarma, forty-two leagues is seventeen to twenty dollars.

Wednesday, March 17th.

After breakfast Senor Bernardo Cajigao sent us horses and started to see some iron formations near his hacienda of La Florida. Cajigao was at one time a citizen of the United States, speaks English fluently, and is the most accomplished as well as the wealthiest gentleman in Tarma. Found iron stone but not of quality to pay any development.



Wife, children and friends of the Prefect of the Department of Junin
Señor Don.

- 1 Colonel Basiga. Sub Prefect.
 - 2 Mrs. Basiga.
 - 6 Their son.
 - 8 Prefect's wife.
 - 5 President and Principal of the College.
 - 9 A lawyer who speaks English.
-

Thursday, March 18th.

Today we took another long ride with the same party in the direction of Jauja to see some copper mines that had been worked by the Inca Indians in a previous age, the excavations were large but the ore was of a poor quality and would scarcely pay working at the present time. We also saw a formation of semi-bituminous coal of a very fine quality, the outcrop nearly



A group of Guachua Indians as they are to be seen every day in the streets. These men were found on the streets and driven into Señor Cagigao court yard, stood up and photographed. They are very characteristic of the race.—Taken April 1, 1869. These are the men who are the laborers and but little better than slaves. Their condition and treatment are referred to on another page.

eight inches thick, and the geological formation of the vicinity indicates that coal could be found in quantity and would pay developing.

Saturday, March 20th.

Attended examination of the scholars of the "College" as it is called, but which in reality is merely a primary school as

none of the scholars could have been over fourteen years of age and the average not above eleven. Was much pleased with the method of examination and the proficiency shown by the pupils which would compare favorably with our own schools at home.

Friday, March 20th.

Good Friday. While looking at the procession saw a great many persons seemingly very glad to meet a stranger. One in partial uniform of a Peruvian colonel, tall, straight and with a great deal of the "Suaviter in Modo," I knew to be Col. Pereira, commanding the expedition to the Paucartambo and the man to whom we are to look for assistance in troops, workmen, etc., although his work and ours is altogether different.

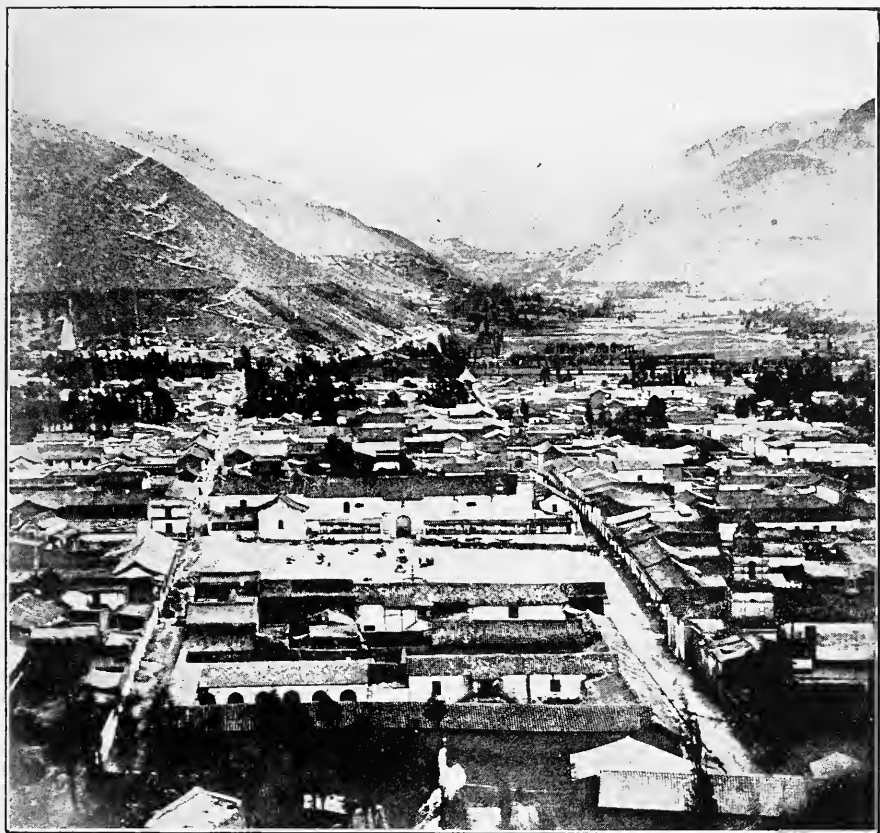
Saturday, March 27th.

Mr. Nystrom, Major Benel, Lieut. Puente and I called on Col. Pereira at Senor Santa Maria's house. After a long interview the following was settled as to the part which each was to perform; Mr. Nystrom was to accompany Col. Pereira and have the protection of his troops, the assistance of his workmen, with tools, until such time as Mr. Nystrom saw fit to start from the front to carry out his instructions and complete the purpose of his expedition. Col. Pereira was to complete his work, i. e., to build a road from Fort San Ramon to the Paucartambo river and secure the country. From the moment they met I saw that each was jealous of the other and each claimed to be chief over the whole expedition. Future events will show how true was my conjecture.

Nothing of interest occurred during the remainder of our stay in Tarma; Mr. Nystrom and Col. Pereira being both busy in collecting supplies of provisions, tools and other things necessary to carry on the work. Finally everything being completed on

Saturday, April 3rd.

We started from Tarma with thirteen cargoes, three arrieros, ten Indian assistants. It was not without a great deal of trouble that we did so for the arriero was forced to take more cargo to each mule that he wished and could not be brought to terms



Another view of Tarma looking from the east showing the valley which we descended and approached the city.—The gate is shown in the back center ground.—Taken March 30, 1869.

until he received a severe thrashing from the hands of Mr. Nystrom, who is sufficiently heavy and strong to find a few masters. Finally at 1.30 p. m. we left the Plaza and at 3 p. m. arrived at "La Florida," one of the Haciendas of Senor Cajigao where he and some of his friends welcomed us with a fine lunch. Bidding adieu to them, we far in rear of the cargoes, finally

overtook them in the village of Acobamba, and found over half uncargoed. This was against orders for we had intended to push on to Palca, two leagues farther, so the arriero received another castigation, and on opening the boxes of provisions we found our collection of "Bitters, Oil, Vinegar, etc.," in a sad state; over a dozen bottles broken, truly a deplorable state to affairs where such things are absolutely necessary in the climate to which we are going. Boeling volunteered to return to Tarma, two leagues, and going into the corral selected the best mule and started back to replenish our stock. Starting at 6 p. m. he was back at 8.15, not a bad ride, four leagues. The Governor offered us his house and also took two mules of cargo "by force" for us, and also by the same process ten more Indian assistants. Elevation of Acobamba, nine thousand seven hundred and sixty-two feet.

Sunday, April 4th.

Owing to the stubbornness of the arrieros we did not get off until 9.20 a. m. At 1 p. m. we arrived at Palca, two leagues and on mustering our forces found two cargoes and seven Indians gone, so stopped and sent back scouts who returning at 4 p. m. reported that the two mules had been found, one lying dead near the road where they had strayed, killed by the recoil of a branch of a tree. Taking another mule, they went back for the cargoes, which arrived at 6 p. m. so we were obliged to remain at Palca for the night stopping at the Governor's house, having in two days made four leagues, owing to the stubbornness of the arrieros by which he was much the loser. Elevation nine thousand and sixty-two feet.

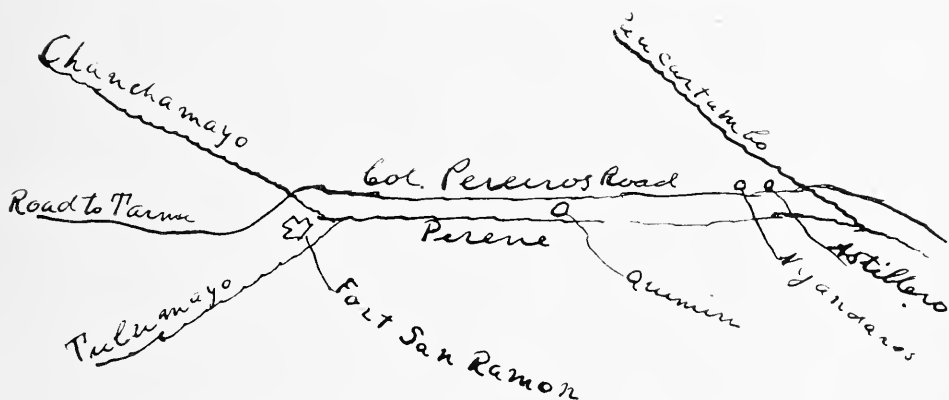
Monday, April 5th.

Having been furnished by the Governor with two more mules, taken of course "by force," we got under way at 8.50 a. m. and now commenced the real work of the journey, for the road was steep, rough, rocky and badly built beyond description. The cargoes needed constant assistance and by each was stationed an Indian to help along. At one point the road had been washed by the rain and we had to build it up again, taking an hour. At another place after vainly trying to knock away

a projecting rock, we uncargoed the mules, sent the packs across the bad place on the Indians backs and recargoed taking an hour and a half. So that at 5.30 p. m. when we arrived at Huacapistana, we had made but four leagues. Elevation six thousand and sixty-one feet.

Tuesday, April 6th.

Left Huacapistana at 9 a. m. and arrived at Fort San Ramon at 6 p. m., having had more of yesterday's experience in passing bad places, unloading the cargoes twice and built one bridge. This with looking after the Indian helpers, who some-



times needed the motive power of a pistol near their heads to control them, kept us quite busy and occupied during the day.

Notwithstanding our care on mustering the men at the fort we could muster but nine out of a force of twenty to go with us. Each of these received fifty cents for the four days' work. Very tired from the fatigue of the ride on my miserable, hard riding, stubborn jolting mule I was glad to jump into my ship's hammock which I had brought along and dropped off to sleep very quickly. Elevation two thousand four hundred and eighty-eight feet.

The country as we descend the slope of the Andes from Tarma to San Ramon rapidly changes from the Temperate to the Torrid zone. About a league east of Palca forests commence abruptly, the general direction of the line being north and south.

These forests grow denser, and as we advance the trees larger and taller. Near Huacapistana the Pachachacra river unites with the Chanchamayo. Below their junction the river runs through a deep canon over the steep sides of which plunge various beautiful cascades, one rushing out from the solid rock at the mouth of a cavern, whose elevation must be at least four hundred feet, plunges down to the river below in an almost unbroken fall, while high above towers the solid wall of unbroken rocks—a grand sight. One league west of the fort we suddenly emerged from behind a spur of the mountain and found stretched out before us a fine sloping plain over which waved vast fields of sugar cane, corn and rice, and I saw for the first time in Peru what looked like cultivation of the soil, and we knew that we were approaching the garden spot of Peru. In a short time we reached the Hacienda of Col. Cordenas, where we halted and were refreshed with fruit and ale. From here to the fort as far as the eye could reach, on either hand could be seen the immense fields of cane, corn and rice, where a few years before was naught but wild forests through which roamed unmolested the savage and unconquered Chunchos.

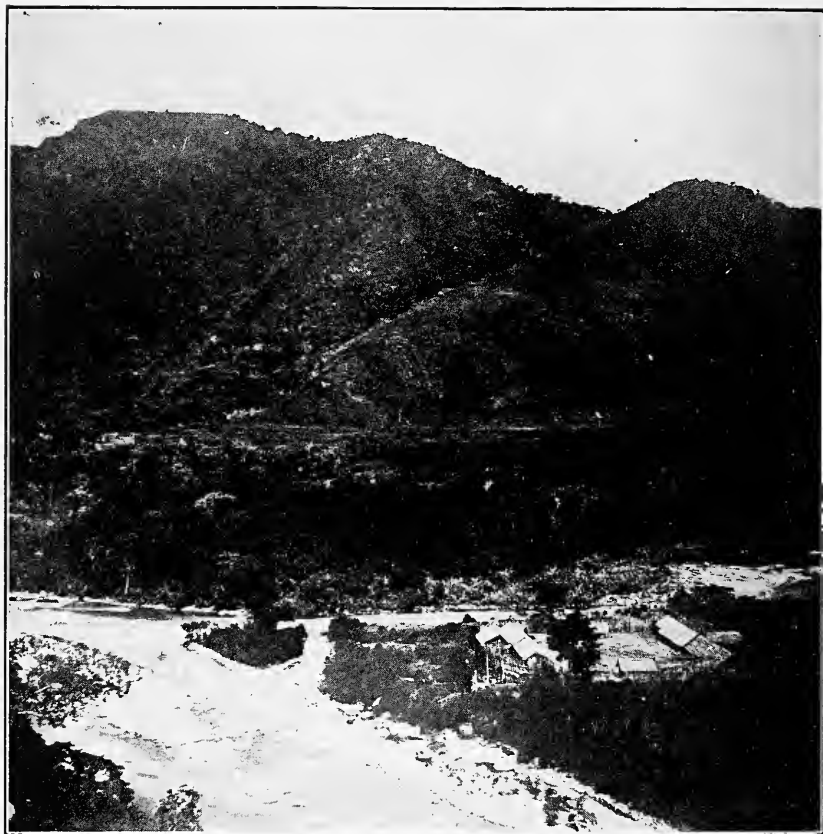
To Fort San Ramon and its surrounding Haciendas and products I shall hereafter refer.

Spent the intervening time to the 21st about the fort and in visiting the various Haciendas whilst waiting for the laborers to be organized, and for provisions, tools, etc., brought on from Tarma. Scarcely an incident occurred to mar our peace although we are amongst the Chunchos and they frequently have killed and fired at persons in the vicinity of the fort, and we always carried our fire arms with us. The two rivers, Chanchamayo and Tulumayo, unite at the fort and form the river Perene. The section between the Chanchamayo and Tulumayo is settled and occupied by various Haciendas into which the Chunchos seldom venture while they have complete possession of all the section across these rivers and down the Perene on both sides. Many evenings we were entertained with stories of fights and murders; how these Indians only a few years ago surrounded the fort and in one day fired several thousand “fletches”, or arrows, into the fort and cut off communication for over a week; another tale was that last November Mr. Eimen was induced to cross the Tulumayo opposite his Haciendas by protestations and signs of

friendship from three Chunchos, and when nearly over was fired at and barely escaped by keeping under water, having had in a few minutes over sixty "fletches" fired at him; that about the year '50 a party of Germans were sent down the Perene by the Peruvian Government to explore, starting in a boat built near the fort, but to this day not a word has been heard from them, probably all having been murdered; in '53 or '54 a party of forty "Yankee" Californians went to look for gold but all came back in a few months hatless, bootless, without clothes or provisions, emaciated, many sick and wounded, some of whom afterwards died; having had a constant succession of fights with the Chunchos and finding no gold they were glad to get back; a few years later a party of Germans started on a similar expedition but a very few succeeded in getting through and they were now settled in Loreto in Brazil; that Lieutenant Herndon of our own navy had intended to go down the Perene, but found the undertaking too difficult and went down the Huallaga in 1851-2 and up to Saregaca on the Ucayali; another story was that soon after the establishment of the fort in 1847, a young Chuncho was captured, sent to Europe and given the best education at the expense of the Peruvian Government, and sent back to his tribe with the hopes that he would endeavor to civilize them, but instead he placed himself at their head, taught them all he had learned, waged war against the white man, took the fort, drove the white man back, murdered and pillaged, and took possession of the country to within a league of Palcaz; in December last an expedition started under Colonel Basaiga to meet Admiral Tucker of the Peruvian Navy, who was exploring the rivers with steamers and got as far as Quimiri, two and one-half leagues, but came back in a few days, having found the undertaking too great.

These and many more stories of a similar nature showed us in some degree what sort of a people we will have to deal with, and I must confess I was fully alive to the danger of our undertaking. What we shall do I cannot say. I am losing some of my original confidence in Mr. Nystrom as a leader of this party though not of his ability as a scientific man. While here I commenced my collection of plants and insects of which I have made a creditable beginning.

After the failure of Col. Basaiga and his expedition, Col. Pereira took charge of the party reorganized, enlarged, refitted



A view of Fort San Ramon showing the confluence of the Chanchamayo and Tulumayo rivers. The Chanchamayo in the foreground. Taken April 10, 1869, looking S. E.

it and in January commenced to build a bridge over the Chanchamayo about half a mile above the fort and when finished commenced building a road down the Perene, which at our arrival was finished about three leagues from the fort to a place beyond Quimiri, named "Camp San Domingo" by him. Our party joins his although on a separate mission and with a separate object, his being to build a road to the Paucartambo (a mythical river) and establish forts, ours being to penetrate the country to the Department of Cuzco and explore the country beyond where Col. Pereira leaves off. He is to cooperate with us, lend



A view of the bridge over the Chanchamayo River. This bridge was the first work of Col. Pereira on his assuming command of the expedition in January, 1869, after the failure of Col. Bassegas. Col. Pereira was to build a road from Fort San Ramon to the Paucartambo and it was finished to within four or five miles. The bridge is about three-fourths of a mile above the Fort and is poorly constructed; similar in all respects to the one at Oroya.—Taken April 14th, 1869, looking N. W.

us all the aid in his power as regards laborers, tools, troops, etc., until such time as we are ready to leave him when we will take our men and soldiers cast loose and pursue our own way, while he pursues his.

NOTE—Herein lay all the future trouble we encountered between the two, and one of the main causes of our defeat. Each should have had his own men, troops, etc.; as future events will show, two men cannot lead the same party. In fine, jealousy was our greatest enemy.



Another view of the bridge, showing the suspension part.—Taken April 14, 1869.

Wednesday, April 21st.

Owing to the scarcity of mules Col. Pereira had taken his party to the front on Monday where we had sent most of our cargoes by the laborers. And on this morning having secured by force five mules we left Fort San Ramon at 8 a. m. and at 5.30 p. m. arrived at Camp San Francisco, a Chuncho village, abandoned only a few days before our advance. We selected one of their houses and proceeded to make ourselves comfortable, Mr. Nystrom, Senor Puente and I living in it. After crossing the bridge we passed down the road in the direction of the Perene, the



Another view of the bridge looking N. E., showing Col. Pereira welcoming Mr. Nystrom.—Taken April 14, 1869.

country everywhere showing signs of great fertility, the forests full of fine large trees of the best quality for timber. Occasionally we passed the ruins of houses where blackened timbers showed that the Chunchos were not idle. About noon we arrived at the Pampa where stood Quimiri, once a large Chuncho village but destroyed by them on the approach of Col. Pereira in January. We went on through immense forests of the finest trees for timber, abounding in cocoa, vanilla, etc., over large rich pampas, whose tall rank grasses nearly hid us from each other, past Chuncho houses and over the river, near which as well as on the hills around we could see excited groups of Chunchos watching the advance of our party with evident alarm, until at last we emerged onto the

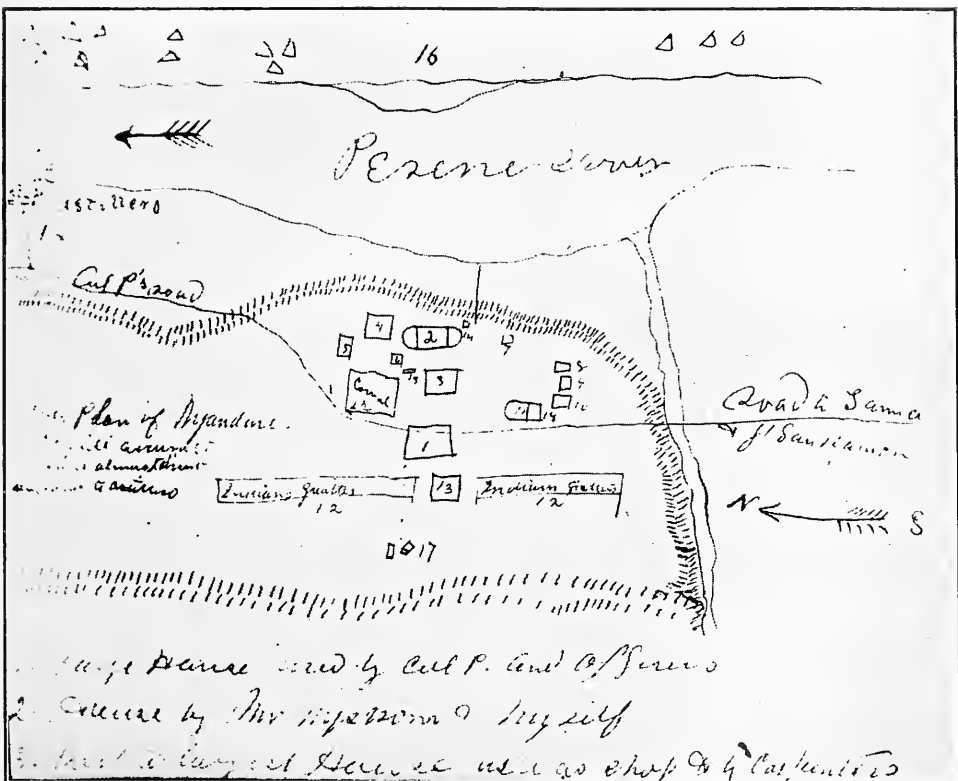
pampa where stood the village which we were to inhabit for some time; in all the most exciting day's travel, for had we not commenced in earnest our expedition. Up to this time the whole has been preparatory. Four cows were killed by fletches at San Domingo.

Thursday, April 22nd.

All hands busy about the camp arranging houses, etc.; Col. Pereira's party, workmen, etc. moved up from San Domingo to San Francisco, the road between the two not being finished only a path through the woods. On Tuesday last a scouting party reported the village and Wednesday troops came up and took possession, the workmen cutting no more than a path. In the afternoon we heard the cry of "Guachua" (pronounced "Waukee"), a Guahua word meaning brother, which for years has been the cry of the Chunchos to the white men, across the river. We saw two of them in the bushes and endeavored to get them to come to the river bank by offers of presents, but of no avail. In a short time they retired.

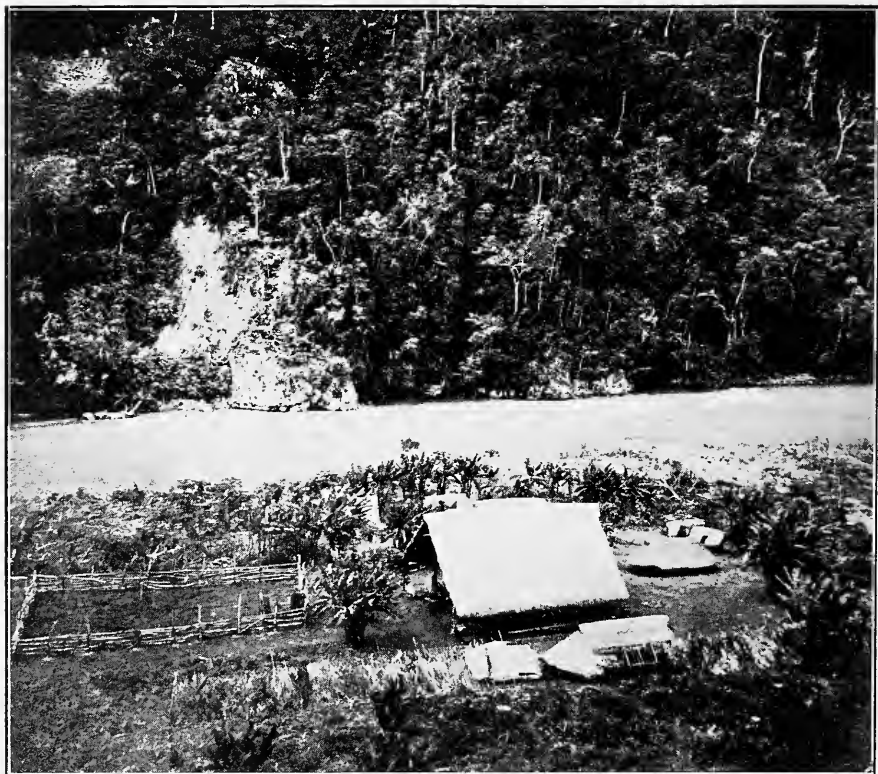
Francisco, a carpenter, arrived; was fired at by Chunchos, a mule train returning fired at, two mules wounded, one had to be killed.

The house is fifty feet square over all and thirty-four feet square between posts about eight feet high at the eaves and thirty-five feet at the peak. The timbers used are all hewed square and quite smooth, evidently with iron tools as they showed the marks of tools similar to the round edge of a common axe. The rafters were placed about twenty inches apart and are covered with the leaves of a variety of the Chunto palm, laid on in regular tiers like shingles, and securely fastened by thongs taken from the inside barks of trees as were also all the fastenings of the building. It was evidently used as a council house by the tribe and was the largest house we saw in their country. In the foreground stand Col. Pereira beside his hammock and in the rear a wounded soldier. The trees in the rear are plantain or banana.



Rough plan of Nijandares—April 25, 1869.

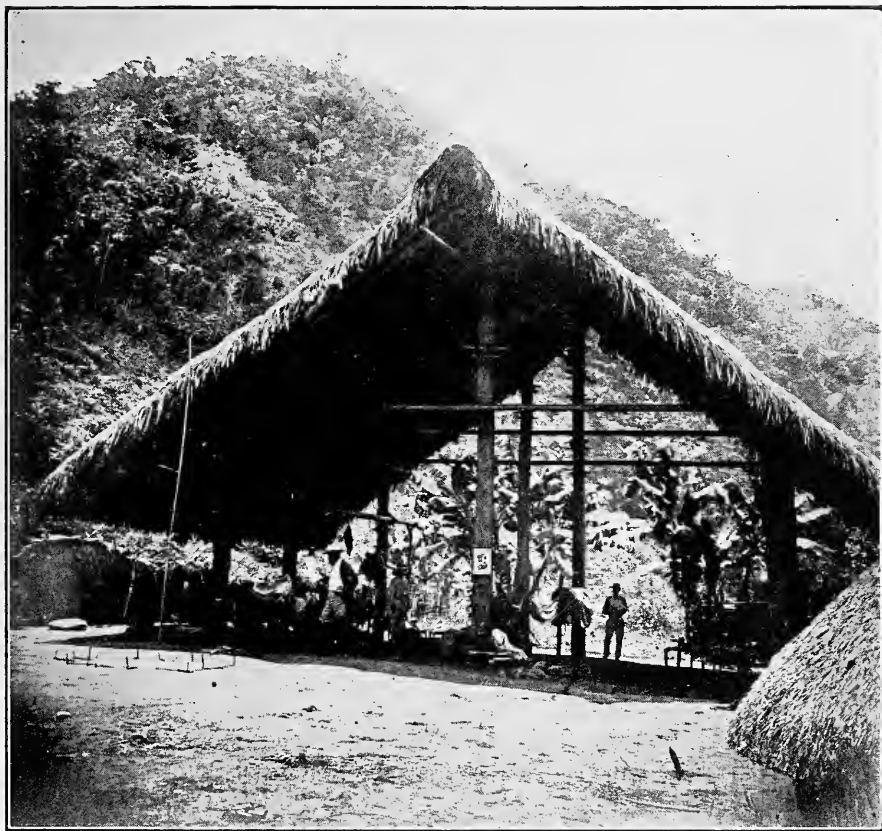
- 1 Large House used by Col. P. and Officers.
 - 2 House used by Mr. Nystrom and myself.
 - 3 Next to largest house used as shop by carpenters, &c.
 - 4 Señor Puentes photograph tent.
 - 5-6-8-9-10-18-13 Soldiers' houses.
 - 7 Chinese Cook shop.
 - 11 Lieuts. Guerro and Mendota.
 - 12 Quarters of the Indian workmen.
 - 13 Soldiers' house and officers Cook shop, also a Chinese Restaurant.
 - 14 Cook shop and servants' quarters of Mr. Nystrom and his party.
 - 15 Temporary saw frame where lumber for small boats was sawed.
 - 16 Point across the river from which fletches and stones were often thrown into camp.
 - 17 Place of burial of the two soldiers killed May 15, 1869, in the Pam-pa del Carmen.
 - 18 Astillero—place cleared in the woods for the construction of our boat.
 - 19 Foundation of boat.
 - 20 Saw frame.
 - 21 House.
 - 22 Corral for sheep and cattle—some forty in number—twenty sheep.
- 4-7-12-14 and all of 18 were built by us. The rest were found on tak-ing possession April 21, 1869.



General view of Nijandares looking East.—Taken April 25, 1869.

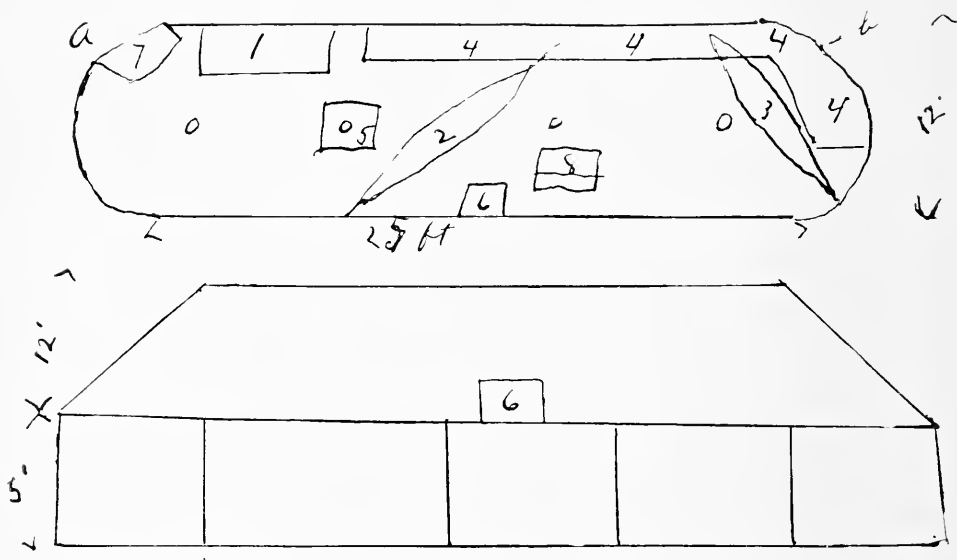
Friday, April 23rd.

Col. Pereira, Mr. Nystrom, Major Benel and I with our constant companions, our rifles, and a file of soldiers, took a long walk ahead of the work in order to see the character of the river which at this point is two hundred and fifty-five feet wide. We went to the top of a high hill, and could see for a great distance ahead the river rolling on majestically, apparently deep, broad and with a rapid current. On our return we had another interview with the Chunchos across the river. They were bolder than



View of the large house at Nijandares inhabited by Col. Pereira and Officers—Looking North.—Taken April 24, 1869.

yesterday and when they saw that none of our party had fire arms, ventured to the edge of the river calling Huaguai, folding their arms in token of friendship as if to embrace a brother. We flung across knives, handkerchiefs, etc., as presents which I am sure did not reach them owing to the breadth of the river. They tried to send us presents of fruit, trinkets, etc., throwing them in slings, or fastened to fletches, i. e., arrows. We were



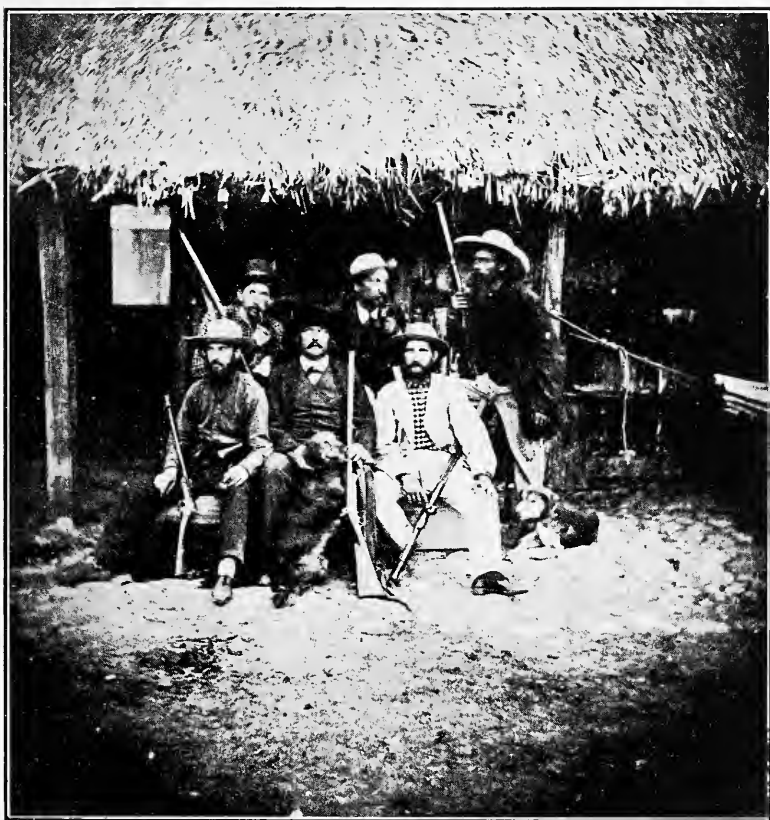
THE ABOVE SHOWS A ROUGH PLAN AND ELEVATION OF THE HOUSE.

- 1 Mr. Nystrom's bed, built of sticks driven in the ground with cross pieces, on which he spread his blankets.
- 2 My hammock at night.
- 3 Señor Puentes' hammock at night.
- 4 Baggage boxes.
- 5 Center table built of crotched sticks, and poles for the top.
- 6 Holes we cut in the roof for a door, as the eaves were so low we always had to stoop to get out or in.
- 7 Table built same as 1 and 5 to hold books and instruments.
- 8 Dining table of two big cargo boxes.

very well satisfied with this overture and hoped to show them that we meant no harm and would do them none.

Saturday, April 24th.

Was busy about camp all day superintending the erection of a good frame, getting men to work and sawing out plank and timber for two small boats to be fourteen feet long. The carpenters are at work on them. We also had another palaver with the Chunchos, even more flattering than yesterday. They tried to

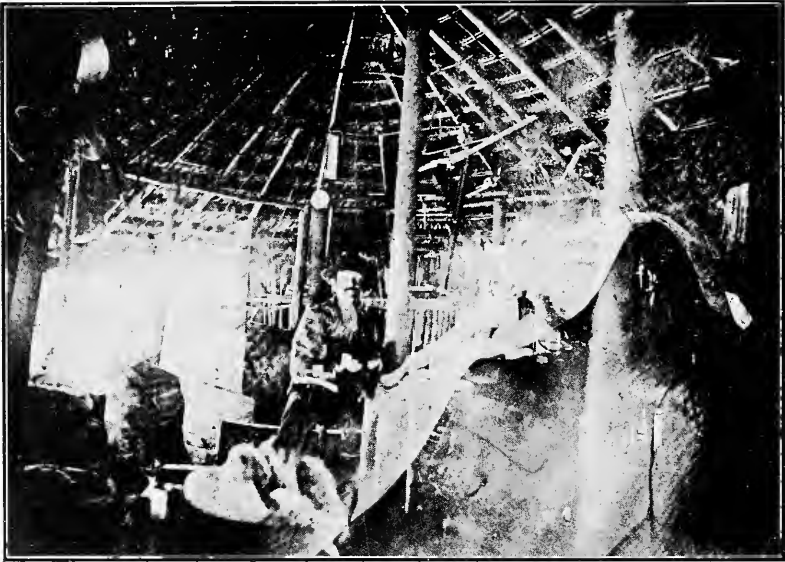


MEMBERS OF THE "EXPEDITION DE CHANCHAMAYO". Taken at Fort San Ramon, April, 1869, in front of Mess Hall.

Top row—Wm. Bowling, Sr. B. Puente, Fred Evans.

Bottom row—H. N. Stevenson, J. W. Nystrom, Sr. B. Benel "Wolf".

induce us to come over, made signs for axes, needles and thread, saws and knives and showed the greatest friendliness, all of course in signs for they have their own language but know a few words of Guachua or the language of the Incas.



INTERIOR OF OUR HOUSE AT NIJANDARES SHOWING MR.-
NYSTROM—Taken April, 1869.

On leaving Fort San Ramon our party consisted as follows:

as before	{	Mr. John W. Nystrom, C. E.,	Chief
		H. N. Stevenson, C. E.,	Aid
		Major P. Benel,	Aid
		Sr. B. Buente,	Photographer
		Wm. Boeling,	Sailor
Added at Fort San Ramon	{	Fred Evans,	Mechanic
		Antonio (a Portugese)	Servant
		_____ Sanchas,	} Carpenters
		Francisco Sanchas,	
		Pedro Sanchas,	
			Blacksmith

These last four were mechanics attached to the fort, but by order of Col. Beneuilles, Com'd'g, they were attached to our party until such time as we cast loose. They lived with their families in the fort. Antonio an old sailor, spoke English and had been with Col. Basaiga's expedition.



MR. NYSTROM—Taken at Nijandares, April 1869.

Saturday, April 24th.

On our return from the palaver with the Chunchos we found a big row going on around our shanty. Evans, Boeling and Antonio and about a dozen Cholo workmen were as drunk as drunk could be. Boeling was very saucy and belligerent, until his impudence could be borne no longer when he was placed in double irons under a sentry. This cooled the others and we finally got something of a dinner and found that our small stock of liquors had wonderfully disappeared, which accounted for the milk in the cocoanut, also the row in camp.



H. N. STEVENSON, C. E. U. S. N.—Taken at Nijandares, April 1869. In the usual dress I wore every day. I always carried my revolvers, rifle and cartridge box as shown.

This is near a Plantain.

Sunday, April 25th.

All work stopped for the day which was improved by Señor Buente in obtaining a photograph of the village and by us in another palaver with the Chunchos who now appeared in numbers of five or ten, mostly women and children. They repeated their signs for hatchets, needles, knives, and wanted us to cross over, making signs of swimming and paddling a canoe, and when Major Benel took off his coat as if to cross by swim-

ming to try them, they exhibited unmistakable signs of pleasure, but Benel saw stealing through the bushes back of the women with arcus and fletches, twelve warriors. Then Benel put on his coat, walked up to camp and quickly brought a rifle; on his return the Chunchos had disappeared and we never saw them afterwards except in the bushes or behind stones, and very shy indeed. Boeling, being sobered was released from confinement but declares he will not do any more work for us or our party and has such an influence over Evans that both will probably leave us. Boeling we can afford to lose but Evans is a really good and useful man. Antonio has been made cook and steward with a Cholo for an assistant, and our Chalone soup is just as good as ever.

Monday, April 26th.

Set up logs on saw frame and got the men to work sawing out planks for small boats. Went into the woods and selected timbers to form knees of boats.

Tuesday, April 27th.

Was about camp all day doing general duties. Took time sights and found that the chronometers could not be trusted. My old silver pocket watch keeps better time not being affected by the jolting of the mules. A long letter from Webb of the "Dacotah." She is to go to San Francisco, California, very soon for repairs. I do not expect to see her again.

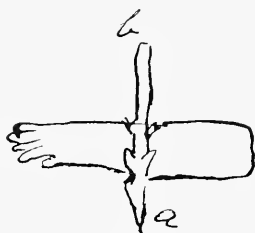
Decided today to build a large boat in which to make the descent of the Perene and selected a place on the bank of the river one-third of a mile below camp in the woods.

Wednesday, April 28th.

Was up at 6 a. m. as usual and went to the muster of the workmen. Of the Guachua or Cholo Indians, one hundred and twenty-five in number, twenty-two were told off to form Mr. Nystrom's working party, together with six soldiers of whom there are thirty-six, mostly Cledores or policemen from Lima. With this party we marched out of camp on the road of Col. Pereira to the place selected yesterday and commenced to

clear a path to the water's edge, about forty rods, which was finished at 3 p. m. with a large clear spot along the river on which to build and launch the boat. At 4.30 we marched back to camp having performed the first day's work at "Astillero" the name we have given our place of working. It is a Spanish word and means "the place where ships are built."

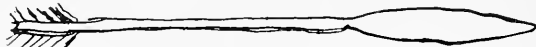
On our arrival at camp we found two soldiers wounded at the work on the road about half a mile ahead of us. One had a



fletche through the fore part of his arm, thus. The party had received a shower of arrows on commencing work after dinner. I being the "Doctor" of the party, as I was called, having charge of the medicine chest, took the case under my care, using cold water to keep down the inflammation. The other soldier had the skin

taken from the bridge of his nose and was not hurt beyond the power of adhesive plaster.

These fletches or arrows are made in several ways; some have points on both sides, others have on one or both sides five, seven or nine points, others like this



Col. Pereira has over two hundred collected on this trip. They are made: the point of Chunto, a hard palm wood like iron that takes the edge of steel. The feathers are arranged in spirals. The distance fired this a. m. was at least three hundred feet. Their bows are made of the same hard Chunto wood. I have some and a great force is necessary to fire them off. They are from six to ten feet long. The reed or stem is that of a species of cane and grows in great abundance. It is long, straight, perfectly round and smooth. These fletches make the ugliest wound I ever saw, much worse than any gunshot wound. Some of the points are of iron. India Rubber trees are the most common here.

If you look you will see a small sketch where I commenced to make a drawing of a "Fletche". Just at that moment Mr. Nystrom came in from Astillero with two fletches in his hand and explained what I thought were gun shots some moments ago. This morning he tried to cross the river in the small boat and

Plan of Point Showing thickness



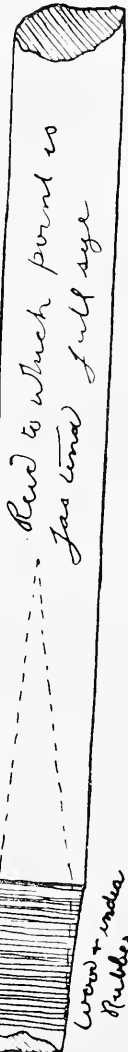
Wood of Churn to P

(b)

Plan of Point full size

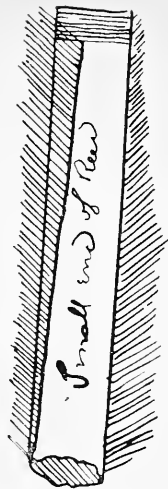


(c) This feather is fastened with a thin cord with a cord



Reed to which point is fastened full size

Wood + under Rubber



Small end of Reed

Full length from point to end of reed 4 feet 4 inches
FEATHERS FIXED BY THE CHURNERS

afterwards went to Astillero to see how the work went on. He sat down on a stone near the waters edge; soon he heard a noise behind him but supposed it was a small animal. The Blacksmith was near and saw a fletche right beside him. It could not have passed more than a foot from him, and was fired from the other side of the river. Soon another came and fell in the water twenty feet in front. They fired their guns and some saw several Chuncos.

Thursday, April 29th.

Up at 6 a. m. as usual and at 7 went with party to Astillero, when we commenced getting out timbers for foundations, saw frames, planks, etc. This part of the work is mine, and with the six "hatcheros" or axemen, I would go through the noble forests all around us and order this or that tree cut at liberty, perfect master of all the forest about. What a pity I often thought as some of the noble trees came tumbling down that such should be their fate; trees twenty-five and thirty inches at the top, from which could be cut planks of forty, fifty and sixty feet in length.

Friday, April 30th.

At Astillero at 6.40 a. m. commenced and erected the saw frame, mapped out and set to work carpenters at hewing the logs got out yesterday. Astillero is a busy, thriving place and the scene is quite an animating one. The workmen take a great interest in our work considering that they are victims of the Peruvian custom which takes men, horses, mules, etc., "by force" whenever they are wanted. They are a cheerful, willing race of men and very faithful when once at work. They are greatly abused, given no political standing or voice; have to pay the government a tax every year, besides rendering a service of a week, are impressed by force for the army, for laborers, as aids to travellers, etc.; are allowed by the government to receive only four reals or fifty cents per day for any service.

Col. Pereira pays them nominally, three reals per pay, but one real goes for food, more for extra cacao, pieces of cow's hides for shoes, etc., so that the amount they really receive in money is

very small. They rise at 6 a. m., do the work about camp, are mustered and marched off to work by 7 a. m. without any breakfast, each carrying his tools. Arriving at the work they are allowed a quarter of an hour to chew the leaf of the cocoa which takes the place of tobacco with us. At 9 a. m. another quarter of an hour for cocoa, at 12 breakfast. Resume labor at 1.15 p. m., another rest at 3 p. m., stop work at 5 p. m., march back to camp and have dinner. They are divided into squads, each working party having a "captain" who is their master and him they mind implicitly. Mr. Nystrom has promised them double wages if they can do his work, i. e., hew logs, saw planks and general rough carpenter work. They showed a greater amount of intelligence and did much better than the people ever give them credit for. Altogether they are an abused and downtrodden people. They are descendants of the Incas and speak their language, though corruptly.

Saturday, May 1st.

Finished erection of saw frames and got up a log twenty inches diameter, thirty feet long; a good work for twenty-three men; finished cutting and setting up the foundation blocks, decided on the form and size of the boat. A flat bottomed scow twenty-eight feet long, ten feet beam, four feet deep and nearly rectangular in plan. On this is to be built a cabin of boards to resist fletches and attacks of the Chunchos. Ruslin, and Evans discharged and left camp with party of soldiers for Fort San Ramon. Soldiers go for provisions under charge of Lieut. Richu.

Sunday, May 2nd.

Of course all work was suspended. Being the anniversary of the glorious battle of Callao, May 2nd, 1866, when the Spaniards were driven back. Col. Pereira decided on a celebration. Early in the morning a national salute was fired by the troops. We have no artillery, but made the salute with volleys of musketry amid grand huzzas; double rations of cacao and food were served out to the workmen, who are made happy by a very little thing. Soon gay parties of maskers were going about camp, dancing the old traditional dances of the Incas, singing their

songs, etc. Where all the fantastic costumes came from I cannot imagine under our present circumstances. At 8 a. m. all hands were called to clear and clean the corral, about one hundred and fifty feet square in which is kept at night the live stock.

At 11 a. m. all was ready and from our stock of about fifty bulls and cows one was lead into the corral, and thrown; his horns were cut, and then we had a grand bull teasing, for several hours the officers of the camp being the matadores. After some six or seven bulls had been teased and some very clever things done, there happened to be left alone in the corral a thin young heifer. Navarro shook his poncho at her, when to our utter amazement, she charged furiously and Navarro narrowly escaped by taking to the fence. This was the fiercest and wildest of all and few there were who would face her. I never saw in the bull rings better pluck in any animal. After the show we all adjourned and had a splendid dinner with Col. Pereira, speeches, wines, etc., most of us in shirt sleeves and trousers, and considering where we all were and the free and easy life we led interspersed with a new excitement every day, the whole affair was charming. Shut off from all the world, amongst a hostile people who watched our every movement, not knowing what horror might meet us tomorrow, we seemed to feel all; yet delivered ourselves up to the enjoyment of the time with the carelessness that always accompanies a soldier. During the day we saw anxious groups of Chunchos across the river watching our (to them) strange actions.

(*Notc.*)

The following note and plan (No. 33) are copied from a letter written by Engineer Stevenson.

"This is merely a sketch and does not pretend to be exact. A few days ago a scouting party went ahead and reported seeing a large river which we have every reason to believe is the Paucastambo which was known only by tradition and reports of a few Jesuit Missionaries who have ventured into this country in past times. That it was so near San Ramon no one ever supposed, being only six or seven leagues; in fact I may say all that is known of this country are only such reports as the Jesuits have given. Lieut. Herndon U. S. N. in 1853-4 tried to go down the

Perene but gave it up and went down from Mayso on the Pachitea. He made a report to the Government and it is a Public Document. From what point the river Paucastambo comes no one knows. In fact the geography of the interior of Peru is in a state of chaos. We shall make as correct a map of this route as possible."

"Steamers of a Brazilian Company come to Nanta two or three times each month, and run very regularly doing an immense business. Peru owns several ships (three I think) in the Ucayali and Huallaga but they are of no use for they do not run and are tied up and rotting very fast."



SEÑOR WOLF, OUR NOBLE DOG—our firm and great friend that we took from Lima from Mr. Young, and to whom we returned him.
Taken at Nijandares, May 1869.

Monday, May 3rd.

Commenced work at Astillero at 7 a. m. as usual, set Cholos at work hewing out frames for bottom of boat 6"x6"x10'. Sawyers and carpenters still at work on small boats at camp. The Indians work with interest and try hard to give us satisfaction.

Tuesday, May 4th.

Continued work as usual at Astillero; marked out logs for sawing the planks 2½"x15"x34' and set one up on frame. Continued work on bottom frames also on small boats.

By a regulation of the camp two shots of rifle or pistol fired in succession was to be the signal of an attack from the Chunchos or that the party firing was in great danger and needed immediate assistance. We always carried our rifles and pistols with us and kept them close to our hands. At 3 p. m. I thought I would fire off mine and then give it a good cleaning as it had not been used for some time, so I fired four shots in succession, entirely forgetting the rule; in a few moments down came Col. Pereira, Mr. Nystrom, followed by the few troops at the camp, the four carpenters, Antonio and three or four Chinamen. Expecting that we had been surprised by the Chunchos, they were much chagrined at my carelessness in forgetting the rule and giving them such a run and fright for nothing. I explained to Col. Pereira. The affair showed that each man was alive to what kind of a people these Chunchos are. On returning to camp we had considerable news to learn. Col. Pereira had sent a small party of twelve men ahead to scout and see the general character of the country through which must run his road. This party went ahead a distance of three leagues, when from the top of a high hill they saw a large river coming into the Perene from the Northeast and of the same size; that this is the "Rio Paucastambo" and that San Francisco is "Nijandares" on the map of "Father Sobreviela del Colegio de Ocopa en 1790," there is no shadow of doubt; but that the confluence of the Perene and Paucastambo is only eight leagues from Fort San Ramon surprised us. A party will start in a few days to make further explorations. Great numbers of men, women and children were seen about the confluence of the rivers, the men at work taking salt from the Curo de Sal, and the women washing. This evening my dog Bruin whom I got in Acobamba came into camp after an absence of three days with a fletche in his nose some four inches and broken off close to the skin, also another wound in the fore leg. I had to kill him in a few days on account of a small worm that attacks and lives in any bruises on men or animals in this climate and is very difficult to get rid of.

Wednesday, May 5th.

Continued work at Astillero as usual. Commenced sawing planks. Cholos do remarkably well and show a great amount of intelligence. They have sawed fifty-eight square feet today, a good day's work. Continued getting out boat frames and poles for house. Commenced setting up small boats at camp. A very heavy thunder shower in the afternoon.

Thursday, May 6th.

Continued work as usual at Astillero. Set hewers at work on an immense log near the road fully one thousand feet from the saw frame. The log will dress 15"x15"x56'. I cut it down to forty-six feet, owing to a slight injury it got in falling; it was of a white, rather soft but firm wood, the name of which no one knew.

Friday, May 7th.

Moved log hewed yesterday to the frame, a good forenoon's work for twenty men. Maj. Benel took charge of it. I did not go down in the afternoon owing to a slight indisposition. We have lived on almost an unvarying diet since coming to camp. For breakfast at 10 a. m. *Chargui* or *Chalone soup* con arroz y yuccas, beef steak with onions, boiled yuccas, hard bread and rice, with a glass of Aguardiente or Cone rum made in Chanchamayo. This thing was repeated day after day and the effect is I am quite ill.

Saturday, May 8th.

Busy as usual in the forenoon, not liking to give up entirely. Finished log and now have one hundred and twenty-nine square feet of two and one-half foot planks and the men well drilled with the whip saw. We shall need about seven hundred and fifty square feet of planking for the boat, which will require fifteen days to saw.

Sunday, May 9th.

Col. Pereira sent out two parties of about twenty each in different directions to explore for yuccas and other things. Yuccas are a variety of our grain and are very nutritive and wholesome. Near our camp at Nijandares we found a fine large field

of six or seven acres just ready for use; these are now nearly gone and we must have more. About 3 p. m. the parties returned, one laden with spoils the other with nothing. The first had found large fields of yuccas, corn, comotis, cotton, cacao, tobacco, etc., quite near, seen quite a number of Chunchos, explored their houses and brought back great quantities of fletches and household articles, consisting of musical instruments, cotton bags, baskets, war clubs, bows, masks, etc., in great number. I commenced sketches of many of them but could not finish them because we left too soon. I did not go with the parties, being too weak and unwell. Had to shoot Bruin today. This afternoon a small party arrived from Fort San Ramon, one man wounded in the forehead and in the side with fletches. Their mules were also struck. The Chunchos are getting very bold and fire at every party over the road and you may rest assured we are alive to our situation. Dined with Col. Pereira and party.

Monday, May 10th.

Went to the work at Astillero as usual but had to return at 9.30 and lie down for the rest of the day and remain quiet. Had a long talk with Major Benel in the evening. He has had trouble with Mr. Nystrom today and declares he cannot put up with his overbearing manners any longer and that he shall return to Lima by the first opportunity. Mr. Nystrom is a very passionate man and a man easily excited and not always a perfect gentleman and I imagine he has offended Benel today beyond his endurance. Considering that he is a *Peruvian* and that he has not been or was not at first, in sympathy with the expedition and did not wish to come, I am not surprised at this termination. Also no doubt Col. Pereira has fomented matters, as he (Col. P.) hates Mr. Nystrom and would do anything to get rid of him and prevent Mr. Nystrom from accomplishing the purpose of the expedition. Launched the small boat. Leaks some, hauled it up.

Tuesday, May 11th.

Continued work at Astillero. The river has been falling quite rapidly for the last few days and it became necessary to

seek another place for launching the boat, as we found a large pile of stones just ahead of old foundation, selected a new spot about twenty yards above and commenced to clear it. Measured the width of the river by triangulation and found it two hundred and fifty-five feet wide. Launched the small boat again. Mr. Nystrom and Antonio in it, but owing to the bad placing of the thole pins could not make it work well. Hauled it up again and the next day they were placed as I originally proposed that is as oars are usually pulled in a man of wars gig or dingey. Two parties of twenty each went out at midnight to lie in wait or ambush with the hopes of meeting and capturing some Chunchos. They had annoyed us much of late and no little uneasiness is felt about camp on our future safety. All seem to feel that some crisis is at hand, where and on whom will it fall? God knows.

Wednesday, May 12th.

Was too ill to attend to my duties and was obliged to keep quiet about camp. A party of Chinamen arrived from the fort, did not see our ambushing parties but were fired at by the Chunchos within a league of the camp. No one hurt but several very narrow escapes. They fired at the Chunchos with their old muskets and showed an amount of courage that I never supposed a Chinaman capable of. Mr. Nystrom, who had remained at Astillero nearly all day, sat down on the river bank at the new foundation and was *such a good mark* that the Chunchos fired at him some ten or twelve times from over the river where there are some five or six houses and hit very close to him. One fletche struck just beside him, others over to the right, to the left, and in front; very close. They returned the fire which brought a party down from camp, but not such a party as I brought by my alarm. We are used to these things now and send only one half instead of the whole. The ambushing party returning, saw the Chinamen pass, found a series of works, regular rifle pits, along the road but saw no Chunchos. Just at dark we saw two Chunchos pass along the edge of the clearing around the camp about ten rods off, and when discovered plunged into the woods. We are coming to exciting times.

Thursday, May 13th.

Was at the work at Astillero most of the day superintending setting up new foundation and getting out knees and frames. At 10 a. m. I sent a man to the river for a bucket of water when from over the river came a shower of fletches. I heard his cry, jumped to the river bank and commenced to fire with my pistol as my rifle was at the saw frame some five or six rods distant. The carpenters had their rifles at hand as also did the soldiers. We fired and received fletches all about us, very near. After we had fired they stopped. I do not suppose we hit any of them as they were hid in the bushes, but we delivered several volleys into their houses. A squad came down from camp. I preserved the fletches.

Friday, May 14th.

Continued work at Astillero. Levelled up foundation and set bottom frames, continued sawing and hewing knees. Lieut. Navarro with five soldiers left for Fort San Ramon with the mail and to bring provisions, having in charge some twenty Cholo workmen whose times are out. The party were fired at by the Chunchos, but no one was hurt beyond a slight graze. The working party at the head of the road about one and one-half miles from camp were also fired at by them and one man slightly hurt. The soldiers fired at them and they think several Chunchos were hit.

Saturday, May 15th.

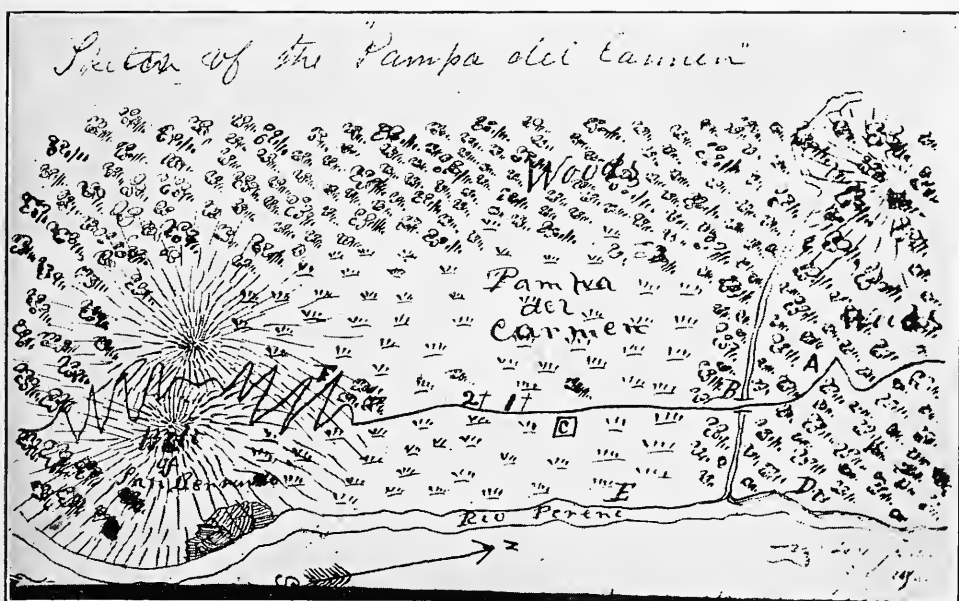
Was at Astillero during the forenoon; continued work as before. Now have three hundred and fifty square feet of plank-ing cut, planks dressed, frames all ready, and but for the lack of the planks could set up the boat very quickly. The carpenters, four in number, are very anxious to get back to Fort San Ramon to see their families who live there. Mr. Nystrom let them go until Monday as he is anxious to get more sawyers and saws as the Cholos have done poorly for the last few days and time is precious as the dry season is coming on fast and the river falling every day. The carpenters left at 1 p. m. on horse-back with their Ballard rifles, and very little work was done at

Astillero. The small boat, altered as I proposed, was got out and Mr. Nystrom and Antonio took quite a row down to Astillero and back. Mr. Nystrom wants Col. Pereira to let a party cross tomorrow and destroy the houses on the other side, but Col. Pereira says he has not sufficient confidence in his boat to let his men risk themselves as not more than six can get in the boat at once. Surely it is a very risky thing to propose and carry through, but of the ability of the boat to perform its part I have not the slightest doubt and Col. Pereira's objection is in reality against Mr. Nystrom alone. Every day widens the breach between them and Mr. Nystrom is now beginning to come to his real hard difficulties. His boats are bad—so bad they say, his workmen cannot saw any more, the whole camp is dissatisfied with and laugh at him and his work. Maj. Benel, his interpreter and most useful man, has left him; the carpenters wish to throw up the work. I do not think he has the correct plan or style of boat to descend the river. Have lost much of my confidence in him as an engineer, but stick by him and do the best I know how. I speak freely with him on these matters and have his confidence; tell him when I think he makes a mistake and propose my way out of the difficulty. I must confess that with him for a leader I doubt the practicability of our getting through to Mainique and hope for a change by which I can honorably return to my ship. While at the same time I regret O! how sincerely, that I cannot have the confidence in him that will take us through on that journey that will enable me to satisfy a laudable ambition to be ranked with such men of our own navy as Lieut. Herndon and Lieut. Gibbon, Maury, and others. This is really a dark day for our party and at sunset I left Mr. Nystrom silent and moody, no doubt aware and thinking of his position in our small house, and went up to the house of Col. Pereria and officers where I was always very, very warmly welcomed and sat down to have a cup of tea with them, a custom with Col. Pereira; and officers mess at about 6 p. m., which was slowly taken closing with the usual coffee; then the party sat around the table made of poles with plantain leaves for a table cloth, telling stories, playing cards or chess, while in the meantime Col. Pereira as senior officer made the tea which at about 7.30 was ready to be

served, at which I was often present, always taking the seat at the right of Col. Pereira as the only representative of the *Great United States* present. This hospitality was doubly gratifying to me and it was around this table that I learned the little Spanish I knew. I shall never forget the kindness of Col. Pereria and his officers and they will always occupy a warm place in my heart for their many attentions to one who knew little, very little of their language. Whilst sitting around the table this evening, the new moon shedding her pale light from the west over the calm quiet scenery of Nijandare, Col. Pereira and I playing chess against Captain Curavarso, our quick ears heard the tramp of horses without the usual accompaniment of shouts to let us know that a friendly party was coming. To the Colonel's house rode the blacksmith and exclaimed to us, looking towards the dark roads from which he came, O! Mi Coronel dos soldados matados en la Pampa del Carmen. While he was relating to the eager crowd in breathless silence the horrors of that afternoon, the rest of the party arrived with the bodies of the murdered two. How ghastly they looked as the Colonel gave the order Armas tu! armas tu! And a doubly strong squad was placed around our horror stricken camp.

Sketch of the Pampa del Carmen

From the many conflicting accounts of the encounter, I think the following is very near the true case, and with references to the following sketch will describe the whole affair.



Soon after noon on the 15th of May Lieut. Navarro with five soldiers and three Chinamen left Fort San Ramon for Nijandares with the mail and provisions. The Chinamen had mules of cargo to set up a fonda in Nijandares, their progress being slow. On arriving at the hill of San Bernardo about a league from Fort San Ramon and three and one-half leagues from Nijandares, Lieut. Navarro on horseback went ahead with two soldiers, leaving the others about one and one-half miles behind. When they arrived at the point B they were attacked by a large

party of Chunchos formed in line of battle, the young men in front firing fletches handed them by the old men formed in their rear, while over all one large and powerful Chuncho commanded. The men retreated back into the pampa, rallied and drove back the Chunchos to near the point D where they stood their ground for some time until the two soldiers were both badly wounded, one of them having his left arm fastened to his body by a fletche, but still continuing to load and fire at the Chunchos. Lieut. Navarro then seeing that all resistance was useless gave the order to fall back to the road and try to reach the other party in their rear and while doing so the Chunchos got in their rear near the point C, waited until they arrived then delivered another volley of fletches, dropped their arcos or bows, rushed out, seized one of the soldiers at the point (1) and the other at the point (2). Over the head of the soldier at (1) they broke his own musket, knocked out his teeth, cut his throat and cut off his fingers and feet. While engaged in murdering the soldier at (2), Lieut. Navarro who had seen the hopelessness of trying to save them, badly wounded as they were, had galloped up the hill of San Bernardino, found and hurried up the others of the party and reappeared on the brow of the hill at F, where he had first commenced to fire at the Chunchos. When the four carpenters (or more correctly three carpenters and one blacksmith) galloped out of the woods on the other side of the pampa and so great was the fright of the party at F, that they at first mistook them for more Chunchos mounted. The Chunchos seeing a party on both sides of them firing rapidly, quickly retreated to the river and crossed at E on their Balsas. The two parties met at the dead bodies of the murdered two, and after consultation, threw off the cargo of two mules, placed on them the bodies and commenced their march for Nijandares where they arrived about 7.30 in the evening. The carpenters had left Nijandares at 1 p. m. and passed along to a point about half a mile north of B where at a turn of the road they were met by a volley of fletches which did no damage beyond fastening the coat of one to his saddle and giving one of the horses a slight wound. They returned the fire as they galloped ahead. Soon they reached B and saw lying in the road the poncho or cloak of Lieut. Navarro. This heightened their fears which were

not lessened when they reached the open pampa where they saw the Chunchos busy about the two bodies and the small party on the hill firing at them. They charged on the Chunchos who retreated as before described. The whole party returned to Nijandares without further molestation.

Of the number of Chunchos there are various rumors, probably thirty-five or forty. Lieut. Navarro's party and the carpenters think there could not have been less than eighty or one hundred that they saw scattered along the road that afternoon.

This statement of Sanchas, the carpenter, I am disposed to believe not far from correct, for he is a man of quiet temperament, older than the others, and would act the coolest in such an affair. His statements were altogether the most satisfactory. The two soldiers had more than twenty fletches in their bodies that we counted. They were carried back of the camp at Nijandares and buried that night, care being taken to destroy all traces of their graves. I slept none but walked with the patroling party, visiting every few moments the guards posted at the four angles of the camp. Little was said as all seemed to feel that the impending horror had come and fearing for another yet worse. I forgot to mention that one of the Chinamen followed the retreating Chunchos to the bank of the river, firing at them both with his musket and with stones. The Chunchos fired at but did not hit him—a plucky fellow.

Sunday, May 16th.

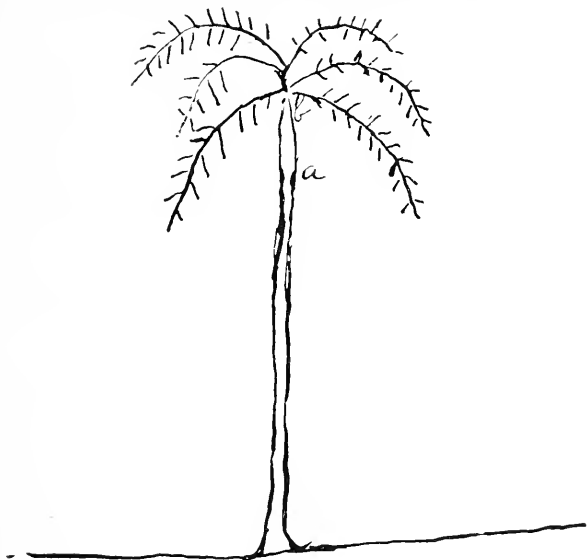
Being Sunday of course no work was done. An air of sadness and gloom hangs over all the camp, as many rumors are flying about of what is to be done.

Col. Pereira and Major Benel called at our house when a long conference was had. The Colonel disclosed his intention of breaking up the camp, returning to the fort, going to Lima and demand more troops; considering that the number we have at present insufficient to maintain communications and protect the working parties. This last Mr. Nystrom would not grant, maintaining that he had sufficient to carry on his work, letting the road remain as at present and keep up communication with the fort; in the meantime sending to Lima dispatches by one of

his officers stating the necessity of more troops. To this Col. Pereira would not consent, saying that it was dangerous to all to remain with so few soldiers. We had about thirty-three, mostly Celedores. I counted in camp seventy guns, including sporting guns and rifles and seven revolvers. Col. Pereira later in the day gave the order to break camp on Wednesday morning and that everything would be taken to the fort or bridge.

Of the folly of this measure I was fully convinced, so stated it and always shall. My advice founded on my own belief, was, first, that we had sufficient forces to hold our camp, a very important point for future operations, and keep up our communications with the fort. Let the work on the road and boat remain at a standstill, send to Lima for more forces, which from the urgency of the demand would no doubt have been sent immediately, second, that our abandoning this point where all had comfortable quarters, which we could not expect to find on our return, judging by the blackened posts in our rear, for what in reality was a slight affair, would give a bad impression in Lima and greatly hinder the ultimate completion of the expedition, besides emboldening the Chunchos, for was it a brave thing to retreat with two hundred and twenty-five men with over one hundred shots among them because a small party had been attacked by twenty times their number and two killed. Third, that abandoning the camp would throw on Col. Pereira a great responsibility because by his action Mr. Nystrom was absolved from all blame for not completing his expedition. A month more would have finished our boat at Astillero. All we have done must be destroyed and the whole done over. Mr. Nystrom put to a great deal of expense by reason of the trip to Lima, loss of stock, etc., all of which Col. Pereira must bear and take the responsibility. All these points were presented to Col. Pereira but he, nevertheless, gave the order and took the responsibility. That we were in a bad position I readily grant, but that we had not forces enough to protect ourselves in camp as well as provisions, I absolutely deny. So comes to an end all my hopes to complete the work of Lieutenant Herndon on the "Ucayali," and with the disappointment an end of my part in the Chanchamayo expedition. At sunset the guards were posted and what

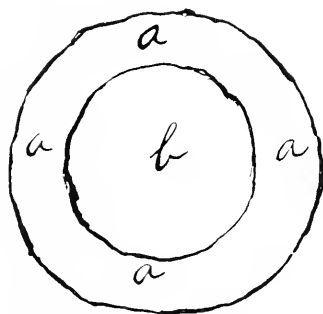
with the excitement and the disappointment I could not sleep, but walked as before with the officer of the guard.



NO. 30

Chunto Palm (a Variety).

The trees grow to the height of 50 or 60 ft. and are as straight and smooth as a flag staff, the leaves only appearing on the top in a dense thick drooping cluster. From a-b, (No. 30) that is the



NO. 31

new growth—the tree is soft, the heart of which, about an inch in diameter when taken out and while fresh makes one of the most delicious salads I ever ate and when boiled resembles cabbage. We used it very often and it was the only vegetable we had except yuccas that we found there. Potatoes and onions were the only ones we brought with us. The body of the tree was like this section. The outer rim a a a a was hard and of great strength. The inner part b was soft and spongy. From the rim a-a, (No.31) fletches are sometimes made although they are generally made from the Chunto negro or black Chunto, a variety that is jet black and covered on the outside with long hard spines. The Indians also make their bows from the Chunto negro as also many implements tools, etc.

Monday, May 17th.

Commenced to pack and arrange our cargoes, which owing to the scarcity of mules must be divided into lots of not over forty pounds each so that the Cholos can easily carry them on their backs in addition to their own tools and small kit, altogether a load of about eighty pounds. This load they will carry day after day provided they have a full supply of cacao. The march will be forced through in one day, as it is about twenty-five miles to the fort.

In the evening Mr. Nystrom and I were playing a game of chess in our house, the candle being placed between us, I heard something drop quite near and looking saw a fletche quivering where it had struck within twenty inches of us and not over one foot out of line from the candle. From known distances it could not have come less than six hundred feet. In the morning we found five others quite near our house. Was up most of the night as before.

Tuesday, May 18th.

Was at the river early to take a bath and while there saw many Chunchos about half a mile up the river come down to the bank and cross to the other side. They had probably been scouting on our side of the river during the night. Busy most of the day packing and arranging the cargoes, many things had to

be thrown away, among which were most of our preserved meats, vegetables, bottled wines, ales, etc. During the afternoon Mr. Nystrom, Senor Puente and the carpenters took a run to Astillero, coming quickly on the place with the hopes of surprising some Chunchos, but none were to be seen. Everything was as we had left it on Saturday afternoon. I did not care to see again the place that had interested me so much during its progress and bid another farewell to it, so therefore remained at camp. At Astillero we had erected a fine house for the woods and had many little things in which I was so much interested that I did not wish to see again only to say farewell; a laudable ambition so unnecessarily defeated is hard to brook. Mr. Nystrom and party vented their spite by firing into the houses on the other side of the river. Was up most of the night as before. During the packing, hurrying and confusion, my collection of about two hundred insects and butterflies and my collection of plants just commenced were all destroyed by a big Cholo's foot, trampled in the dust and scattered to the four winds of heaven several hours before I found it out. Everything seems to go against me. On this collection I had spent much time, knowing well its value and taken the greatest interest to have the specimens well kept, and such notes of time and location as would serve to identify them. I had saved for over a month all the newspapers I could get to make my flower press and had just erected it a few days before.

Wednesday, May 19th.

All hands were called at 3 a. m. and the preparations made to commence the retreat as early as possible. Through the kindness of Col. Pereira I was furnished with a horse to ride, a kindness I greatly appreciated long before I got to the fort.

At 4 a. m. we served rations and loads to the Cholos and commenced to load the mules. At 5.55 a. m. all was ready and the van moved out of camp, the others as follows.

Order of Retreat From Nijandares to Ft. San Ramon.

Capt. Caravarso <i>x</i>	}	Advance
Lieut. Rechie <i>x</i>		
Carpenters <i>x</i>		
Stevenson <i>x</i>		
6 Soldiers		
100 Cholos with burdens	}	Centre
Col. Pereira <i>x</i>		
Mr. Nystrom <i>x</i>		
10 Soldiers		
Lieut. Navarro <i>x</i>		
50 Cholos with burdens		
Lieut. Guerro <i>x</i>		
6 Soldiers		
Lieut. Mendota <i>x</i>		
50 (?) Cholos scattered among Cattle and Sheep		
10 (?) Soldiers	}	Rear
Major Benel		
Quarter Master Vicuna <i>x</i>		

Those persons marked with an *x* were on horseback. This line was kept up to the bridge.

Major Benel was the last to leave camp, leaving at 6.15. With frequent halts in the pampas to rest and with cheers from the Chunchos accompanied with fletches in one place which only caused the fire arms to rally at the center and deliver several volleys, we arrived at the bridge at 5 p. m., causing great commotion among the Haciendas of Chanchamayo and innumerable questions as to the meaning of all returning. I staid only a short time at the bridge but pushed on to the fort where Mr. Nystrom had arrived ahead of me and we soon sat down to a good dinner, not with the feelings I have desired, not those of triumph, but those of blasted hope and bitter disappointment at our unnecessary defeat.

About two hundred and twenty-five or two hundred and thirty persons all told filed out of camp that morning, making a sight as we passed in single file that must have made glad the hearts of every Chuncho on the Perene.

But little more remains to be told. At the fort we had difficulty in getting mules and horses to take us to Lima. A horse was bought for me and two cargo mules. We left Fort San Ramon on Saturday, May 22nd, and arrived at Huacapistana at 8.30 p. m., only three of the original party, Mr. Nystrom, myself and Senor Puente. All the baggage save two small cargoes of personal effects were left at the Hacienda of Senor Burmeo in Chanchamayo until Mr. Nystrom's return. All my interest in the expedition is gone and I dread the ride over the mountains to Lima two hundred and ten miles.

Sunday, May 23rd.

Left Huacapistana at 8.30 a. m., arrived at Pulca at 3.50 p. m., Tarma at 8.30 p. m., and after a light supper turned into bed between sheets for the first time since leaving Lima, and had my clothes off tonight for the first time in ten days. Of course I slept soundly far into the next morning.

Spent the few days about Tarma in making calls on old friends and helping Mr. Nystrom settle up and arrange his affairs. After much trouble with the Sub Prefect Santa Maria, the Governor and the arriero, we finally left Tarma.

Wednesday, May 26th.

Are very anxious to get off for Lima. At 3 p. m. three poor old crow baits of horses came that should have come at 10 a. m. Mr. Nystrom refused to take them and sent the governor off to look up more. The horse bought for me proved himself an easy rider and I wished for no change. Mr. Nystrom's mule is used up and he must take another. Finally at 11 p. m. we got started and as the moon was at her full could see to travel very well. Rode all night and at 6 a. m. arrived at Aroya, stopped for breakfast and to bait the mules and 8 a. m. found Capt. Caravasso at Aroya. He had got off the road and refound it. Then he came to Lima with us.

Thursday, May 27th.

Left Aroya and arrived at Morococha at 5 p. m. and were again warmly welcomed by the Messrs. Fluckers, who were

much interested in our story. Much more snow was to be seen. The air was colder but none of us felt in the least any inconvenience from the rarity of the atmosphere which somewhat surprised me.

Friday, May 28th.

Left Morococha at 7 a. m., stopped an hour at San Mateo for dinner and arrived at Matacuna at 8.15 p. m. We went directly to our old lodging place and were warmly welcomed as soon as recognized and offered every convenience.

Saturday, May 29th.

Up very early and got started at 6 a. m., stopped at Luico one and one-half hours for breakfast and arrived at Chosica at 5.30 p. m., stopped for the night. This is the best lodging house I saw anywhere on the road and is kept by several fine looking negresses. Had a fine "chupe" and supper and turned in between sheets for the second time since leaving Lima.

Sunday, May 30th.

Up very early and left Chosica at 5.30 a. m., stopped at Chucnas on the road and got a bite. Mr. Nystrom and Capt. Caravasso rode ahead and got into the city over an hour ahead of us. Senor Puente and I left the cargoes and went ahead from Santa Inez and when we turned a spur of the mountains and saw before us Lima with the sea for a background my spirits once more returned and soon we were among the streets of the city, the observed of all; for two dusty travellers with old ponchos, very dusty, dirty hats, big boots, rifles across knees on pommel of saddle, revolvers strung at the side, are apt to make people look and make remarks. Ladrones, "Caballeros del Camino" and other remarks of similar import. These things did not frighten us and we soon dismounted at the Hotel Maury at 3.30 p. m. and when the cargoes came an hour afterwards and I was left in my room with all my traps H. N. Stevenson was no longer a member of the exploration party to Chanchamayo. In the hotel I met Mr. Ells, an American gentleman in business in Lima, and as my big spurs and heavy boots clanked

over the marble floor I was really an object of much curiosity. In a little while he returned with Webb of the "Dacotah" and I was never in my life so glad to welcome anybody and hear the news. In a very short time thanks to water, a barber and a tailor, I was quite a respectable looking person and once again sat down to a civilized dinner at the hotel, took a short walk around the city, and after dinner, turned in very early and slept very, very soundly.

Monday, May 31st.

Met Butterworth and learned all the news. Admiral Turner now has command of the whole Pacific fleet, north and south having been consolidated, he has gone north to take the "Pensacola" for his flagship. Ordered the "Powhattan" home, the "Kearsage" to the Islands and Australia, the "Tuscarora" ordered to join the West India station, the "Dacotah" to go to navy yard at San Francisco for general repairs, for which port she will start in a few days, so that I can again gain my old ship. Row Wylie, 2nd Asst. died at Callao of yellow fever.

I had been ordered to join the "Powhattan" previous to my departure with Mr. Nystrom and she is now in Callao waiting for the mail of tomorrow when she will start for home, "New York." They still want me and as I do not wish to go, preferring to go to San Francisco, I have sent a letter to Capt. Spicer announcing my return and that I require rest. My real object was to elude the "Powhattan" as then Capt. McDougal was the senior officer present and if I kept out of the way until she sailed tomorrow night Capt. Spicer will be the S. O. P. and will probably keep me on his "Dacotah." The following is the letter:

Lima, Peru.

May 31st, 1869.

Sir: I have the honor to inform you that I arrived in this city on the afternoon of yesterday from the interior of Peru and owing to the excessive fatigue arising from the journey, as we have travelled all the days and much of the nights for the past five days, it is necessary that I remain in my room for the purpose of resting; this with the fact that I cannot obtain possession of

my official papers until this evening prevents me from reporting to you in person this afternoon. Tomorrow I shall have the honor to do so.

I am Sir very respectfully,

Your obedient servant,

H. N. Stevenson,

3rd. Asst. Eng. U. S. N.

Comd. Wm. J. Spicer, U. S. N.

Comd'g U. S. S. Dacotah, 3rd.

Bay of Callao, Peru.

So that I was in fact a prisoner in my room at the hotel. The time I improved in copying notes and arranging them for my report.

Wednesday, June 2nd.

I learned that the old "Powhattan" had sailed for New York and I therefore made my appearance on board the "Dacotah," and was very warmly welcomed by all as a rumor had reached the ship that I had remained in Tarma or Fort San Ramon. I returned ashore and went back to Lima and remained until Friday, the fourth, when I came down with all my traps and took up my quarters on the "Dacotah" once more. Since Wylie's death Symmes had had a bunk out of which I was very sorry to turn him but to it I was entitled so that I am now simply Third Assistant Engineer H. N. Stevenson and no longer a "Civil Engineer" with a scientific exploring expedition, and this is the end of the expedition to Chanchamayo.

Callao, Thursday, June 10th.

Having resumed my duties again I must chronicle the doings of the cruise. I have been ashore much during the past few days as I knew we would soon leave Callao and Lima behind. I had seen Major Benel, Col. Pereira and been entertained by them, made my farewell call on Mr. Nystrom, and taken my last look about Lima to which I am quite attached and I was sorry to say good bye. Flashed fires this morning to get under way, as we have orders to proceed to San Francisco, California, without delay. At 9.50 called all hands "up anchor for home" and

struck the "long peter." The words sounded welcome and all hands were glad to be bound once more to an American port. We rolled along at a good rate, making one day two hundred and forty-five miles and never less than two hundred and ten, until the 16th of June, when an old man, a consular passenger, died at 3 p. m., from lung fever and was buried at sea.

There we left behind us one who had served his government in the navy during the war of 1812 and one who was in the famous battle of Com'd Porter's between the "Essex" and the "Phoebe and Cherub" in Valparaiso bay. This old man over seventy years of age was anxious to get back to the United States with his family, having been absent for many years. He was poor and had sent his wife and children to Panama by the mail steamer; he being sent by us by request of his Consul in Callao. Sad must have been his wife when she learned of her loss, and that her husband who longed to return to his native country to be buried, had met his grave ere we had sighted land.

Thursday, June 17th.

Came to anchor in Panama bay at 1.15 a. m. At daybreak got under way and came to anchor just astern of the U. S. S. "Jamestown." We stop for coal and do not expect to remain long. The "Jamestown" is bound to the Society and Feejee Islands in the South Pacific.

Friday, June 18th.

Went ashore at 10 p. m., and remained until sundown. Purchased some things and walked around the town. I cannot see much difference in the aspect of the town, it is and will probably always will be a relic of a former period. The business men say that the opening of the Pacific road has affected their business and will still more as the current of trade and travel goes that way. They now talk very strongly of the ship canal and look to the United States government to push it through. The climate is very hot indeed, rather pleasing to me although very debilitating. It was a real comfort to get into one of the large rooms of the Grand Hotel, lay off and take it easy, as we used to when last here. I was ashore several times during our

stay and purchased quite a number of articles of clothing which can be bought here very cheap, being a free port. While here had a visit from Moore of our class at the N. A. He is on the "Yan-tic" now lying at Aspinwall.

Thursday, June 24th.

Having finished coaling ship got under way at 6.30 a. m. and stood out of the bay for Acapulco, Mexico. The heat at sea after some of the pleasant days spent in the grand hotel was intolerable, as to sleeping in our bunks and rooms it was next to impossible. Most all the officers slept on the poop deck. The coal we got from Panama is of a very poor quality, being government coal and lying out doors exposed to all the rain for over two years. We go along at five and one-half to seven knots, when on the same amount we should go eight and one-half to ten.

Friday, July 2nd, 1869.

Sighted land and at 2.30 ran into Acapulco Harbor and come to anchor abreast of the town. We stop for coal. The next morning commenced taking in coal, and filled up while we stayed, taking fifty tons on deck, as the run to San Francisco is a long one.

Went ashore several times during our stay. The bay is a completely land locked one, the entrance from the sea being like a letter S and as the bay is surrounded with high mountains the effect under a tropical sun is to make it the hottest sea port on the face of the globe. The town is in a dilapidated condition, much worse even than Panama; no life, activity or business, save such as is built up of the P. M. S. S. Co.'s steamers, all of which stop here, both ways, for coal. The city could be the busiest on the coast as the country to the interior is a beautiful and very rich one, but the Mexicans care more for revolutions than for a more substantial government. While we lay here coaling the 4th of July was celebrated by dressing ship and a big dinner at the United States Consul's, to which all the officers went that could. We spent most of our time at the California House, which had cool verandas and grass hammocks to lie in. I spent many a day in that way. Some few of our officers tried a horse-

back ride but came back all blistered and burnt up with the sun. I did not try it. The old fortress is a curiosity; it was when built by the Spaniards several centuries ago a very formidable work, but during a revolution all the guns were pitched off the parapet and broken. It now mounts one small six pounder mounted on stones and rather blocked up. It is full of soldiers of some faction or other belonging to a revolutionary party. We obtained here a great variety of fruits, pet animals, as squirrels, monkeys, parrots, mongoese, fawns, etc. Before leaving we laid in several bushels of limes, which were a great addition to our water. Having finished coaling we again got ready for sea.

Saturday, July 10th.

At 6 p. m. called "all hands up anchor for the United States," at 6.30 got under way and steamed out of the bay bound for San Francisco, and by 8 were out of sight of land rolling along seven and seven and one-half knots with about three-fourths power. It seems as though we would never get out of the tropics, as ever since we were far below the equator we have had one continual hot, hotter, hottest. It does not trouble me as much as some others, as I feel it only at night when I have turned in and try to sleep in a place as hot as an oven. When going south we were cold enough, when going north hot and hotter. On the 13th we sighted Cape St. Lucas the southern end of lower California, and passed a P. M. S. S. Co.'s steamer bound south. The 15th was the first comfortable day we have had below for six months. We have a light head wind, which with the wind from the motion of the ship once more made our endurance possible.

Wednesday, July 21st.

Coal getting short, we have had strong head winds for some time and have not made as much as expected, are very near the coast. At sundown ran into a fog bank; anchored.

Thursday, July 22nd.

Started again in the morning; fog lifted some, stopped often for soundings; at last came to anchor again. When the fog lifted found we were only half a mile from shore off Point Pinas, en-

trance to Santa Cruz bay. Got under way at 10.30. Coal nearly all gone, using sweepings, old barrels, spars, oil and linings to coal bunkers. At 12 M came to anchor in Monterey Harbor, without fuel enough to last half an hour.

Friday, July 23rd.

Commenced to wood ship as no coal is to be had. Busy times going to the west taking in wood. Were sent ashore to receive it in the morning.

Saturday, July 24th.

Went ashore in afternoon and took a ride with Webb, Symmes, Hyde and Earl out to Pt. Pinas light house. It was a sense of great gratification to put foot again on United States soil and hear your own language spoken. Monterey is a smart little town of some seven or eight hundred inhabitants and may some time become a large place as it is backed by a very fine country. We found plenty of peaches and other fruits which were much relished. Fired up with wood and at 9 p. m. stood out to sea again.

Sunday, July 25th.

Sighted the Golden Gate, received a pilot and steamed up opposite the city. Many scenes such as I have not seen since I steamed down the Narrows of New York a year ago yesterday; both sides of the gate lined with forts, bright villages on either hand, a large city with miles of shipping along its port in the distance. All were on the lookout to see San Francisco, of which we have heard, read and thought so much. At 2 p. m. we anchored off the city, and until 7 p. m. glasses were in constant use. We received the navy pilot aboard at 7 p. m., got under way and ran up to within three miles of the yard and came to anchor too dark to run up.

Monday, July 26th.

At 7 p. m. came to anchor off the navy yard, Mare Island. Our journey to the United States finished, forty-six days from Callao, Peru. Was ashore at Vallejo, the navy yard, on the "Pensacola." Saw Ford and West, and came aboard at 10 p. m.

August 18th, 19th, 20th and 21st.

Was in San Francisco again with Webb and Gates. Spent the time about town and every morning in the Mercantile Library reading books. I cannot attempt to describe the city as I would like to and will wait until after I have seen more of it. Suffice it to say that the city is an interesting one and one which I am delighted to study and become acquainted with.

Tuesday, September 7th.

Was very much surprised on being called into the cabin to receive orders detaching me from the "Dacotah" 3rd, and ordering me to the U. S. Ship "Cyane" 3rd, to take charge of the steam tender finally bound for Sitka. Gates was understood to be the one selected for that duty, but as he had not had his examination suppose I was taken, being next on the list. Immediately all hands commenced to croak at me in real man of war style; that Alaska was an awful place and that I would never stand it, but as I had never asked favors or tried to evade orders, I concluded to report and go and the next day reported to Rear Admiral Thos. Craven and Commander L. Livingston Breese for duty. Lieut. Commander Dyer of the "Dacotah" was also detached and ordered as first lieutenant of the "Cyane." The time up to the 13th was occupied in getting my stores selected and on board.

Monday, Sept. 13th.

At 1.30 p. m. the crew detailed from the receiving ship came on board and mustered on the quarter deck. The executive officer of the yard, Captain Reed Werden, delivered to Commander Breese his orders to take command. Commander Breese ordered straps of pennant and ensign to be broken, made a short speech to the men, ordered "pipe down" and the U. S. Ship "Cyane" was in commission with the following officers:

L. Livingston Breese, Comd'g Comd'r; N. Mayo Dyer, Lt. Comd'r Ex-officer; C. B. Gill, Master Navigating Officer; C. Belknap, Ensign Warrant Officer; F. P. Gillmore, Ensign Warrant Officer; U. Sebree, Ensign Warrant Officer; H. G. Colby,

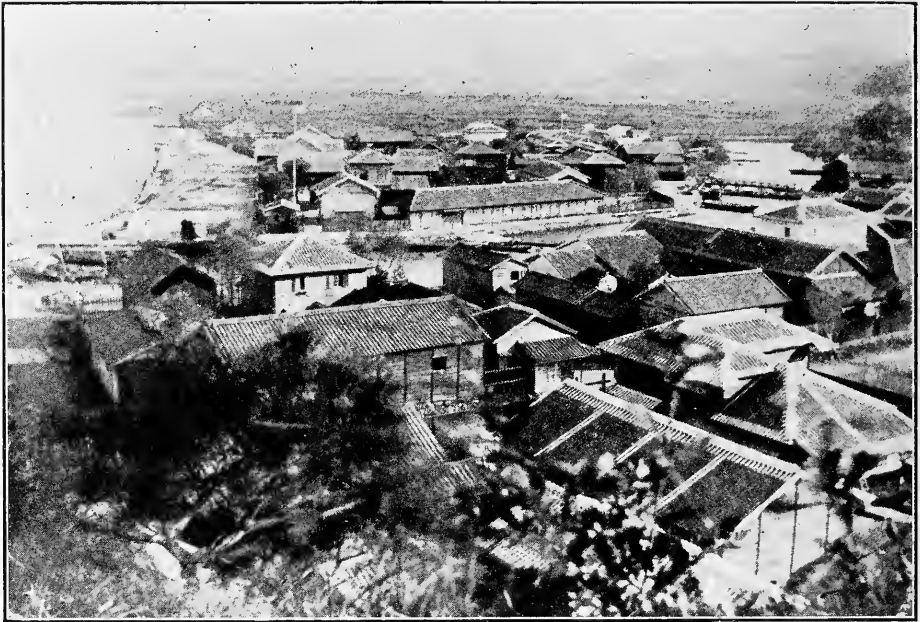
P. A. Paym; R. A. Mannion, Asst. Surgeon; H. N. Stevenson, 3rd Asst. Egr.; Kemp, Capt's Clerk; J. F. Biner, P'ym's Clerk.

Was very busy getting stores on board and had a great deal of trouble, the officials of the yard seeming to think that they were parting with so much private property. Finally on Friday, the 17th, I passed the afternoon on board the "Dacotah" and took dinner with my old shipmates and spent the evening with them as we had spent many an evening before in song and poker. All seemed to enjoy it as we felt that it was the breaking up of the old crowd. Feeling that all things must come to an end I bade them all good-bye and went aboard the "Cyane," to awake the next morning at 6 a. m., when I found the ship under way, being bound to San Francisco, where we arrived at 1 p. m. Immediately went ashore and bought many little things I needed for my comfort, came off to the ship at 9 p. m. and found that Comd'r Breese had been relieved from command and that Dyer had been placed in command of the ship.

An Expedition to Korea.

U. S. S. Alliance,
Yokohama, Japan,
Nov. 4th, 1891.

Our trip to Korea is now over, we having arrived at Chemulpo, Korea, on Friday the 20th, and the next day Mr. Heard, the United States Minister for whom the trip was taken, left the ship with his family and party to return to the Capital. We first went to Gensan on the Northeast coast, thence to Fusan at the Southeast corner, then to Ping Yang, (via Nagasaki, Japan, for coal), on the Northwest coast. This latter post was the most interesting, as we have an opportunity to see something besides the coast. If you will look on a map of Korea, you will see that the Northwest boundary is made by the Yalu river about latitude forty North. Some sixty miles south of this is Ta-Tong or Ping Yang River, about latitude thirty-nine North. The Northwest Province of Korea is called Ping-Yang and as it has not yet been opened to foreigners, very little is known about it. Our Minister was very anxious to see this province and had the proper papers and authority from the King and Government to do so. On our arrival at Ta-Tong, or Ping-Yang inlet, we went up a fine beach, some thirty miles where the ship came to anchor and from where the party was to start to go to Ping-Yang city some forty-five miles up the river. This city is the Capital of the province and to visit it, Mr. Heard had three officers from the ship to accompany him, of whom I was one. We took our steam launch, having in tow one of the ship's large boats to carry stores, food, bedding, &c. The party consisted of Mr. Heard the Minister, three officers of the ship, twelve sailors and two Chinese servants. The interpreter with the chairs and chair bearers went overland, having started the day previously. Our party left the ship at 7.30 a. m., Nov. 12th, and all day ran up the Ta-Tong river, which winds through a wide fertile plain with beautiful hills in the background on both sides to bound the valleys. We had imperfect charts and ran aground several times, and finally became

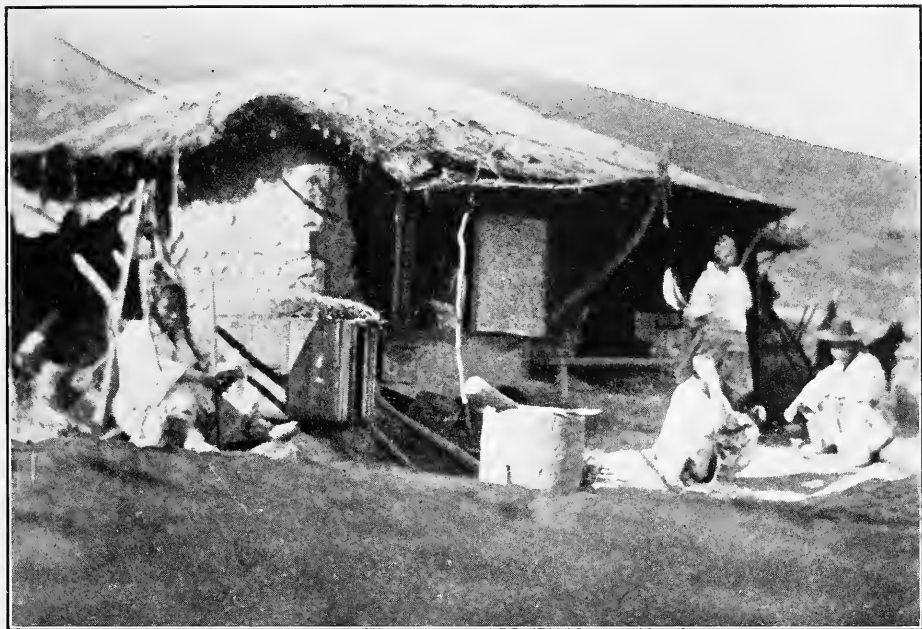


KOREAN PHOTOGRAPHS

Photographs taken by Ensign C. C. Marsh, U. S. Navy, during a Cruise of the U. S. S. "Alliance" while Escorting Hon. Augustine Heard, U. S. Minister to Korea, to the various parts of that country, Oct. and Nov. 1891.

GEN-SAN—N. E. Part of Korea
Japanese Settlement

stuck about two miles below Ping-Yang city, and leaving the steam launch there in charge of one of the officers and its crew, Mr. Heard, myself and the rest of the party took the pulling cutter and pulled up to the east gate of the city, for it is surrounded by a high heavy walled fortification, arriving about 8 p. m. As we came up we found the landing place occupied by a battalion of troops and bearers all having lanterns, some hundred and fifty in numbers. We landed and were received amid the blast of trumpets and bugles, being met by Mr. Heard's interpreter and the Mayor of the town, who soon had a procession formed, each of us seated in a sedan chair borne by four coolies and escorted



KOREA

House of common people, roof thatched.

In middle foreground a rice hulling mill. Korean houses are almost without exception one-storied, very low, rooms small, (8' x 8') is a large one). The people usually squat as seen, and in all parts of the country you see them this way unless busy at some work. Their costume is all white except for the nobility where colors are used.

by the troops and lantern bearers. With flourish of trumpets and blasts of bugles, we were escorted through the town to the house prepared for our reception and occupation, for the Governor of the province had had news of our coming and orders to show us all attentions.

The house is a public building used for just such visits as ours; it is not ordinarily used as a dwelling and is situated not far from the landing place at the east gate and some sixty feet above the river, from which we had a magnificent view of the river, city and surrounding country. The house had a large open porch covered by a chinese carved tiled roof with four en-

closed rooms in rear covered by a separate tiled roof. These rooms had been cleaned up for us and were fitted with a bed in the bed room for Mr. Heard, with tables, chairs, so we were very comfortable. Mr. Heard had his small bed room to himself; we three officers at night spread our mattresses on the floor of the front room and the little room we used for our provisions, and there the two chinese servants slept. The large room, 16x16, was used by the sailors. The cooking was done outside for the men on a camp stove brought along and for us in a yard of the house. The walls of these houses are but a light frame work covered with paper as also are the windows, for no glass is used in them. We were very comfortable, for the weather, though cold at nights, was not cold during any of our trip. To heat the houses the floors are built with glass running under them, and a fire built outside the house at one end makes the floor warm and comfortable. The first evening was taken up in getting settled, after our escort had left us.

The Mayor left with us a Korean (who spoke a little Chinese, could talk to him through our Chinese boys), to look out for our wants of all kinds. During our stay he was in constant attendance on us and did everything for our comfort we could suggest. By ten o'clock all were turned in for a sound night's rest, for the long ride and delays had made us all tired. The Governor detailed a file of soldiers to guard our quarters who stayed there night and day during our visit of four days. The next morning Mr. Marsh went down to the steam cutter early with the Pulling boat and then succeeded in getting the steam launch over the shoals, then up to the landing at the east gate which brought all our party together. The morning was taken up pretty much in getting the things from the boats up to the house and getting settled down. We also had some official visits from the Mayor, magistrates, &c.

In the afternoon, Mr. Heard paid his visit of ceremony to the Governor, we three officers going in full dress, (cocked hat, epaulettes, sword.), all being carried in sedan chairs; Mr. Heard and his interpreter in their own, sent up from the ship, we in those provided for us. The day was a perfect one, clear sunlight and a delicious autumn air. We were escorted through

11 9 7 6 3 5



10 8 2 1 4

GROUP TAKEN ON U. S. S. "ALLIANCE", DURING TRIP TO KOREA, 1891

- 1 Hon. A. Heard, U. S. Minister to Korea.
- 2 Mrs. Heard.
- 3 Miss Heard.
- 4 Comdr. F. McCurley, U. S. Navy, Comm'g Alliance.
- 5 Paymr. R. Frazer, U. S. Navy, U. S. S. Alliance.
- 6 Lt. Commdr. J. C. Rich, U. S. Navy, U. S. S. Alliance.
- 7 Lieut. R. Henderson, U. S. Navy, U. S. S. Alliance.
- 8 Ensign F. Boughton, U. S. Navy, U. S. S. Alliance.
- 9 P. A. Engr. H. N. Stevenson, U. S. Navy, U. S. S. Alliance.
- 10 Ensign C. Churchill, U. S. Navy, U. S. S. Alliance.
- 11 Ensign T. Washington, U. S. Navy, U. S. S. Alliance.

the streets by a large guard of soldiers and were some half hour in reaching the Governor's home on a hill at the opposite side of the city from our house. The streets were lined, in fact crowded with people who all had the greatest curiosity to see the first party from a civilized nation to visit their city. Arrived at the Governor's house, we were received by him in full robes

of his office, accompanied by his staff of officers, and were taken into his reception room. The Governor is a young man of thirty-four years, a cousin of the Queen, and has a fine intelligent and impressive face. We remained half an hour and then were escorted back to our house.

That same afternoon the Governor returned our visit being escorted by a large body of troops, and retainers, with banners, spears, &c.; it was truly a really splendid sight, for many of the retainers had on gorgeous robes of red and blue silk. The evening was spent in writing and collecting information from various people. As we went through the streets, we were surprised to see a tall genuine Yankee gentleman who saluted us and spoke a "How do you do." He proved to be one of the teachers from the Government School at Seoul on a tramp through the Northwest province, a Mr. Moffat by name. The next day, Saturday, November 14th, taking chairs again and accompanied by a small guard of soldiers, we went out of the North gate to the tomb of the first Emperor of United Korea, who died some three thousand years ago. It was situated in a beautiful grove on the top of a steep conical hill and consisted of a pyramid of earth surmounted by various images of men and animals, some very ancient in form and some very recent, for they have on them yet the black pencil marks of the carvers. The whole was surrounded by a high modern stone masonry wall and was in perfect condition. From here we went south to the old city site where this king lived, for Ping-Yang is the old original capital of Korea. This old city lies south and adjacent to the modern city, having been built on a level plane and surrounded by earthen and stone walls. The streets were all wide, some sixty feet, straight, at right angles to each other. Some of these streets have been preserved and are used as roads, for the site of the old city is now a highly cultivated plain. Some six hundred years ago the city was moved north to a high rocky ridge which could be more easily walled and defended. The new city contains about seventy thousand people, the streets are narrow, crooked and dirty, the houses almost without exception being only one story high, thatched with straw, and built with reeds or bamboo plastered over with mud. In the afternoon the Governor called with his retinue for us and



FU-SAN—S. E. Part of Korea

Japanese concession around hill on right, view from ship's anchorage. Fu-San is the largest and most important Japanese settlement in Korea, they have had a settlement here for several hundred years.

escorted us to a boat at the river landing, a large flat boat some fifty feet long by fifteen feet wide, covered with a pavilion where we made ourselves comfortable on mats and cushions.

A group of coolies on shore towed the boat along the river bank to a pavilion some one and one-half miles up the river on a hill two hundred feet high overlooking the river and valley. While going up we were offered cigars, wine, &c., and had for our amusement nine young girls on board, who played Korean music and sang native songs for us. There were three instruments, one much like a zither in shape and stringing, only the metal strings were struck instead of picked. The other two were of the nature of guitars though not at all like ours. The music though somewhat monotonous, was not loud or displeasing and occasionally we would get some very agreeable strains. Arriving at



FU-SAN—S. E. Part of Korea

Houses in Japanese Part of Town

Shows picturesque use made of an old, original forest tree, instead of cutting it down when the house was built. Characteristic of the Japanese in their love for the beautiful and picturesque.

the pavilion, a large open platform covered by a Chinese tiled carved roof. We took our places on a raised platform at one end, while the three hundred soldiers and two hundred retainers formed a solid line around the house to keep off the immense crowd who had come to see the sights. At the opposite end of the lower platform the orchestra of one stringed fiddle, a flute very similar to ours held and played as we do, two flageolet like pipes, and two drums, one a base and the other like our tympanum of an orchestra, were played for a while as an opening piece,



FU-SAN—S. E. Part of Korea

Korean Coolies with wooden frames on backs for carrying burdens. This is the common way of taking freight from one part of the country to another, though cattle and horses are some used. People are carried in sedan chairs, though sometimes they ride horseback.

not in the least disagreeable but not music, as we understand it, though occasionally we would get some very sweet chords and strains. The time was perfect and the whole was a great surprise to us. After this, for an hour or more the nine dancing girls gave us a succession of dances, which, as they were very gorgeously dressed, were exceedingly picturesque. The idea seemed to personate some beautiful flower or thought and though the dancing was little more than graceful posturing, we all were exceedingly pleased that we had seen it. During all these things we had plenty of cigars to smoke and occasionally a glass of wine. To wind up this part of the entertainment, the Governor had brought along a real Korean dinner, of not less than fourteen



FU-SAN—S. E. Part of Korea

Japanese street procession in Japanese part of town, on Emperor of Japan's birthday, Nov. 3rd, 1891.

The figure in center is a huge paper cuttle fish with long arms, each carried by one person, the whole moved to imitate the motions of the animal. Accompanying and surrounding are a group of men, boys and girls in gay costumes, singing and dancing. The whole a very picturesque and novel scene of which the photo gives a faint idea.

covers, warmed or cooked by his retainers, at the pavilion, for the courses were all hot. This took us over two hours to discuss and I fear I was very awkward, for I had to use chop sticks or go without, for there was nothing else to handle the food with but a large earthenware spoon and a small short knife. Most all the dishes were palatable and we made a hearty meal. Finally about 8 o'clock (long after dark), we started back, all the soldiers and retainers, at least five hundred in number, bearing lanterns. As we drifted down the river on this perfect moonlight night, the five hundred lantern bearers wended their way along the river bank and bluffs. The orchestra was in a separate boat and far enough off for the music to add a wierd effect to the picturesque



PING-YANG CITY—N. W. Part of Korea

House at angle of city wall occupied by our party, sixty feet above river. Taken from East Gate Pavilion shown on the opposite page looking north. Gateway to courtyard of our house in foreground.

Ping-Yang is a walled city of not less than eighty thousand people, situated on a ridge along the river bank, seventy miles up the river from the sea. River navigable for vessels drawing eighteen feet to within thirteen miles of city. The houses are many with thatched roofs, some have tile roofs, and are all one-storied save a few public buildings and residences of the nobility. Streets narrow, crooked and dirty.

scene. Arriving home, the guards were set and we were not long in getting off to sleep after a day full of new and novel experiences.

The dancing girls are a part of the retainers of the Governor's and form a band who go out to give entertainments to the wealthy. They are a feature of all eastern countries. Celebrated ones often make large sums of money and rise to distinction. I cannot attempt to describe the dresses, but they were often changed. If Marsh's photos come out well they will give some idea of them. Their ages were about seven or eight to



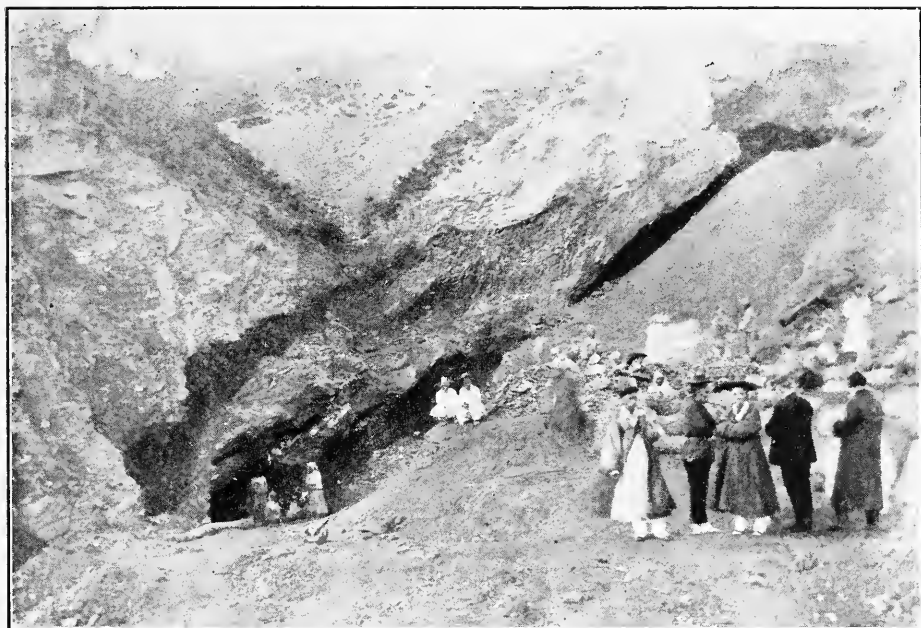
PING-YANG CITY—N. W. Part of Korea

View from porch of our house looking North up the river. The hill on the right with faint white streak is that where the pavilion of picnic entertainment is situated. The streak is one of the outer defense walls of the city, and shows plainly in the picture following, in center back ground.

about eighteen and several were very beautiful, while all were fine looking.

The next day we devoted to visiting an outcrop of coal some four miles east of the city. This was my especial work and I gathered a good deal of information for Mr. Heard. The vein is eight to ten feet thick of anthracite, so far as I know or have heard the only anthracite in the east. The working so far is only an opening into the side of the hill, but I am sure from what I saw that the vein is a valuable one. I have drawn up a full report, with maps and specimens to send to the Government Navy Department and Smithsonian at Washington.

This visit to the coal seam took all the morning. In the afternoon we paid a farewell call in full uniform to the Governor to thank him for all his attentions. The next morning we were to



PING-YANG CITY—N. W. Part of Korea

View of face of coal seam, four miles east of East Gate of city. The vein is eight to ten feet thick of soft anthracite coal of good quality. The Government of Korea have worked this seam to a limited extent, taking out the coal for use in "Seoul", the capital, sending it by vessels to Chemulpo, ninety miles south of Ping Yang, and thence up the Han river to Seoul.

- 1 Hon. A. Heard, U. S. Minister to Korea.
- 2 P. A. Engr. H. N. Stevenson, U. S. Navy, U. S. S. Alliance.
- 3 Mr. Hong Kiran, Interpreter to U. S. Legation.
- 4 Korean Govt. Supt. of Mines.

leave, at nine, for the ship and before doing so, the Governor called on us, as also did other officials, including the Mayor. At 9.15 a. m. we got away, and barring three hours lost by getting aground had a fine run down the river, reaching the ship at 9 p. m. and thus ended a very delightful experience. The weather during the whole of our five days' absence was perfect, not cold to discomfort, but somewhat cool the last day. We had bright moonlight each evening, the moon reaching its full the evening of our return. We were a constant source of interest to the



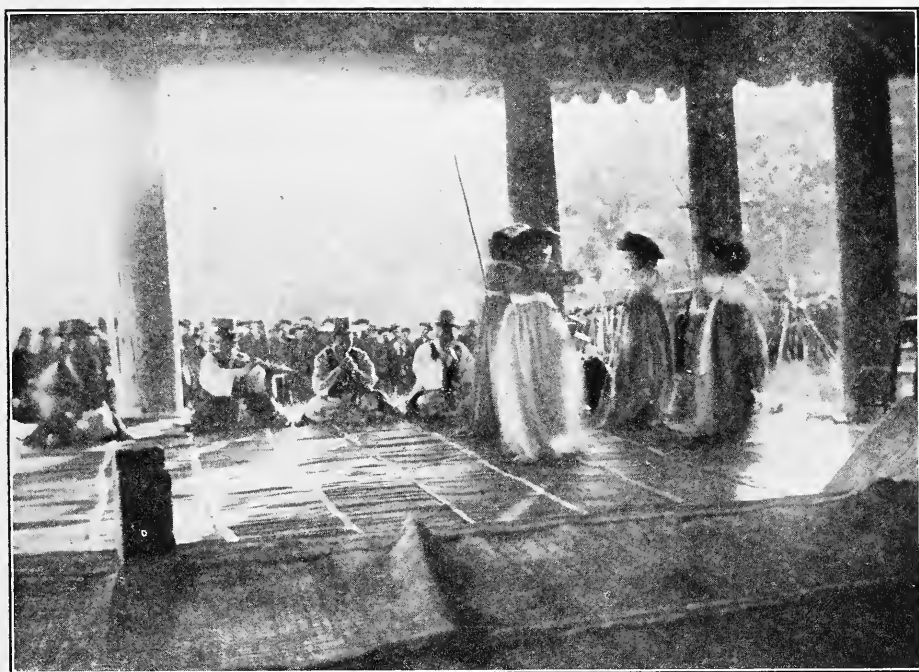
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PING-YANG CITY—N. W. Part of Korea

Group Taken at Pavilion on Day of Picnic

- 1 Governor of the Province of Ping-Yang. (Is a cousin of the Queen of Korea).
 - 2 Hon. A. Heard, U. S. Minister to Korea.
 - 3 Mr. Hong Kiran (a Korean) interpreter to U. S. Legation.
 - 4 Lt. Comdr. Rich, U. S. Navy, U. S. S. Alliance.
 - 5 P. A. Engr. Stevenson, U. S. Navy, U. S. S. Alliance.
- Governor's retainers in background.
Dancing, singing and music girls seated.

Koreans and our house was surrounded by crowds a great deal of the time, who examined our dress, the stuff of which it was made, the buttons, &c. Our boats at the landing were crowded every day with sightseers. The people were not obtrusive in the least and were very nice about the manner of satisfying their curiosity. "Beef," the ship dog (a black wooly spaniel), was as great a curiosity as any other object, and his tricks were a never failing source of amusement. He gave a performance at the pavilion



PING-YANG CITY—N. W. Part of Korea

View during entertainment at picnic, taken from raised platform where we sat. Dancing girls in foreground. Musicians seated. Governor's guard, retainers, and crowd in rear. Floor covered with mats.

on the platform before the Governor. Mr. Marsh's camera also was a great object of interest and the pictures shown on the little ground glass peek hole interested thousands, who would look in, see something they recognized then look up at it with greatest wonder.

Marsh, who by the way, is an old "Paterson" shipmate in Alaska, got some photographs, which if good I will send to you. The Koreans dress almost without exception in white, only those of rank wearing any other color. The dress consists of loose baggy trousers banded tight about the lower leg and ankle, sandals of straw or cloth over white stockings, a short jacket, over which is a loose robe overlapping in front and split up above

the waist in the back, large, loose flowing sleeves of red, blue or other colored silk for the officials and nobility, and white for ordinary people. The sleeves of this robe are often of a different color from the robe itself. Over this is worn a horse hair robe, split at the sides from just below the arm, bound about the waist by a cord. This is so thin and open woven that the under robe is plainly seen. On the head a horse hair hat shaped like this woven fine and open. Married men wear a top knot which fits into the inner crown. The unmarried men wear the hair loose and cannot wear the top knot until they take a wife. None wear the pig tail as do the Chinese. The city itself and its people and customs make me think they are much what Europe was some five or six hundred years ago. The use of silver or gold coin is almost unknown, the currency being "Cash," a brass piece with a square hole in the center, worth about one-fifth of our cent, carried on long strings. The language of Korea is not like Japanese or Chinese though similar. The written language is alphabetical, being different from Chinese in that respect. Mr. Heard gave the Governor his pair of opera glasses, to which he had taken a great fancy, and I gave him a little Berkshire Compass with a picture of the First Church on the corner. From what I saw of this province of Korea (Ping-Yang), I am satisfied it is a rich one and I am sure our Minister will try and get it opened to the outer world. It had large agricultural resources to say nothing of the favorable signs of coal.

The city of Ping-Yang is seventy-five miles up the river from the sea and deep draft vessels can come within thirteen miles of it.

I expect to see a large commerce from this river.

We left Mr. Heard at Chemulpo, then came to Nagasaki, Japan, for coal and so on to Yokohama where we hope to remain some time.

A Japanese Dinner.

U. S. S. Alliance,
Nagasaki, Japan.

July 10th, 1892.

We are still here, as you see, and are likely to remain some weeks yet, for there has been a survey on the "Palos," of which I was a member, as to advisability of repairing or selling her, and there are also to be some Courts Martial. There are now in harbor of our fleet the flagship "Lancaster," the "Marion," "Alliance," "Alert" and "Palos" and to form the Court, two senior officers were ordered to come out from the United States. The other members of the Court, not less than seven or more than thirteen, will be from those now in the fleet. The Court meets Monday morning and may last ten days or two weeks and then I think it likely the ships will scatter; where of course we don't know, but hope to Kobe and Yokohama until we start home, probably by October. The Fourth passed off finely. We had boat, tub, swimming and running races, a dance on the flagship and all the men of war in harbor (fourteen in all) were decorated with flags during the day and lanterns by night, making a fine show. There were also a great many salutes.

Since my last, in which I gave an account of the trip to Obama, I have been to a large dinner party in strictly Japanese style, arranged by one of the officers. There were sixteen in the party of officers and their families who are with them out here. From the hotel, we all went in rickshas, forming a long line in the streets, that made everybody turn to look at us until we reached a Japanese tea house, from whose balcony off the dining room, we had a magnificent view of the whole length of Nagasaki harbor. Arrived at the door, we all removed our shoes as the Japanese do. (A Jap would no more think of walking on the clean floors and mats with his outdoor shoes, than you would on top of your piano or satin covered chairs or sofas. There is no matter of religion or superstition in it at all; it is simply cleanliness). Then we went up to the dining room in the second story,

a room eleven mats long by three mats wide or thirty-three feet by eighteen feet (mats are always 6 x 3. All rooms in Jap houses are multiples of this, so carpets always fit no matter where you buy them). Around three sides of the room was spread on the clean mats, a bright, clean, narrow red blanket, and on these round, thin leather cushions. Soon after our arrival, candles, each on its own pedestal about three feet high, were brought in, some twenty in all, and bright colored paper lanterns were hung up along the balcony and in door ways, giving a soft, pleasant and at the same time, sufficient light. After all were seated cross-legged on the cushions, all the waiter girls (nesans) and the singers (geisha) and dancers (maiko) came in, presented themselves and made their salute, after which the geisha and maiko girls, eight in all, took the end of the room reserved for them and commenced entertaining with music and singing while the nesans or waitresses (you never see a waiter in a tea house) brought in the first course, of sweets, candies and confections made to resemble flowers and other fancy shapes served in a simple but exquisite wooden tray. (Serving sweets first instead of last, is another example of Japanese direct oppositeness to our customs). After the sweets came soup; then a succession of courses, over twenty in all, taking over two hours to eat them. Fish was the only meat served and we had that in many different styles; also eels and rice, scrimps, lobsters and vegetables. I can't remember all the courses or the order, but before each guest was placed a lacquered tray some fifteen inches square, standing on legs some ten inches high, and the different courses were served in lacquer bowls or saucers, all of exquisite shape and finish, though some courses were served in porcelain, to add color to the collection of dishes that gathered around one, for few were removed until dinner was eaten.

The leading courses, for instance the fish, (boiled) a large one (ten pounds at least) laid on a large lacquer tray, was brought by the nesans, all in procession, placed in the center of the room on a raised stand, for all to admire its fine form and garnishing of green things and ornaments, after which it was served to the guests. Other courses had a similar ceremony. Confections made to imitate the petals of flowers, were placed on a large tray,

from whose center arose a real branch of evergreen (*cryptomeria*) in whose branches were storks and cranes made of three or four pieces of cuttlefish bone, all very lifelike. Many of the courses were very palatable, but others we did not find to our taste. Those that did made a hearty meal. For drink we had sake, a rice wine tasting somewhat like our sherry and about as strong. This we drank warm. We all used chop-sticks and they were the source of lots of fun to all the guests and their hosts. During the serving of the courses, the geishas sang and played and the maikos danced for our entertainment and between would often come and sit among the guests and help to entertain them. Custom and politeness requires that they offer portions of the food or a cup of sake. The whole manner of the service was polite and refined and in such marked contrast to our own customs, that it made the evening one long to be remembered.

The dress of the girls was in true native style, gay with color, but never obtrusive. It is beyond my power to describe them and you will have to see pictures to get an idea of them. The music was a Goto, a kind of harp laid on the floor, which at times gave out very sweet sounds and music as we understand it; then samisens or three stringed guitars. Sometimes the girls would play a kind of tambourine as accompaniment. The singing is droll, rather monotonous and not always pleasing to our ears. The Japanese girls have really good musical taste when trained according to our ideas, as you will see by the enclosed programme of the closing exercises of the young ladies' school here, under charge of American Methodists. I was not able to go, being on those days busy with the survey on Palos, but those who did were simply astonished to hear these girls often speak in English, and read English essays. (Those whose titles are in English). The whole exhibition by these girls, who have learned it all here, was simply marvelous and would have compared favorably with any school in the United States. To hear those girls, whose parents we have always called "heathen barbarians," get up and do problems in algebra and even higher mathematics, and tell of astronomical, botanical, geological and many other things fully as well as any girls in any of our home high schools, was certainly a revelation to me and all of us.

In many ways, I think the Japanese are the most wonderful people on the face of the earth, when you but just glance into the history of their growth in the last twenty-five years. The more I see of them, the more I see to admire. I am sorry I have not the opportunity to see a good many things as I cannot get leave from my duties.

I wish you would keep all the photographs I have sent you. I have left a space for them in an album I have made up so as not to have duplicates. If in good shape, I can have them put in when I get home.

I should have said all the girls at the school belong to the upper classes, some to the nobility. All accept Christian instruction and some are members of the Methodist Church. A good many of the girls educated in the schools become teachers in various parts of the Empire. English is the language that is most studied and the strongest desired to learn. The school is not free; tuition, &c., is charged.

Since the 1st of July, the weather has become hot, but has not yet become oppressive like it was at Shanghai last summer. We have had much less rain than usual. I will be very glad when September comes to bring cooler days and nights, but we cannot complain very much as yet.

The Samoan Islands.

U. S. S. Alliance,
Pango Bango, Samoan Islands.
January 22nd, 1893.

A month since my last has nearly passed and I start another letter to catch the next mail to the United States, which leaves Apia about February 3rd. We have been here now long enough to have learned something about the Islands and the people, so I will try and write a letter about them.

The Samoan Group lies in 12° — $13'$ South Latitude and about 176° West Longitude. There are four main islands that extend in a nearly east and west direction for some two hundred miles, whose names, beginning at the eastern end, are Manua, Tutuila, Upolu and Sawaii, which is also the order of their size—Manua the smallest, Sawaii the largest. Apia, the capital and principal town, where foreigners live, is on Upolu, while Pago Pago (g has the sound of ng) on Tutuila is the only real harbor in the whole group. It is a small, completely land-locked one and safe at all winds.

Tutuila is about seventeen miles long and from two to five wide. Pago Pago harbor is about one and one-half miles long and one-fourth mile wide at the anchorage. Pago Pago is surrounded by high hills rising to thirty-two hundred feet, whose sides are the steepest I think I ever saw; all volcanic and densely wooded. There are several villages of natives scattered along the shores of the bay. Here is soon to be built an iron dock and sheds for handling coal. The inhabitants of all the islands number some forty thousand, are all nominally converted to Christianity and every village has churches and schools. The majority can read and write (they have books in their own language), they observe the outward forms of the church very closely, but how far beyond this in a majority of cases, it would be hard for us to say, for we see on every hand that the natives still cling to old ways in many things, having been in contact less with the foreigners than at Apia. In looks, they are a fine people,

good looking, many of them with regular features often very attractive, the young girls especially being fine looking and handsome. The dress many wear is the original one of a short skirt of leaves or Lava-Lava hanging from the waist to the knees, or a piece of topa (native) cloth takes its place. The men rarely wear anything else than this waist cloth, called a "lava-lava." The women and girls sometimes do, and often don't, being entirely naked save for it; also go bare-footed. You will see them one time with only a lava-lava, again with a cloth (our ship's red cotton handkerchiefs are favorites for this), two corners tied around the neck and the rest hanging loose over the bust, sometimes a string of wild flowers, leaves or red and green berries form the upper garment: then an hour afterwards, you will see the same girls wearing a jacket made generally of foreign cloth, a patch-work one of bright colors being a favorite. The pictures I sent will give you a good idea of the original dress. You will see similar ones in Cook's Atlas and plates of his voyages.

The natives are a jolly, good natured set, full of fun and frolic, always laughing and singing; are excellent swimmers, men, boys, girls and all. We frequently see them playing in the water about the ship like a lot of fishes. The Islands were given the name "Navigator's Islands" by their French discoverer, on account of the skill shown in the handling of canoes and in swimming. The islands do not afford the tree trunks of a kind to make the large canoes such as I have seen on the Northwest coast of America (Alaska), nor do they spread open the logs after being hollowed out, as do the Alaskan Indians. The result is a long, narrow dug-out, with no stability, to get which, at a distance of three to four feet, they fasten by lashing a long pole or small log of a very light wood, but even then, it requires great expertness to handle one in even a small lea way, as many of our people have found out, and we have had lots of fun over the mishaps alongside the ship. In these canoes, the natives go to sea, catch fish and sharks and are perfectly at home. A favorite amusement of the young boys and girls is to race them and upset one another, If a canoe upsets and gets full of water, it is a matter of great laughter. To empty it, they don't take it ashore, but one person, swimming alongside, will, by taking hold of one end and pushing

quickly back and forth, make a lot of water jump over each end at each jerk or push, and soon enough is out to hold a person while the rest is baled out. It is an easy matter for them to get into a canoe from the water, but took some time for our people to learn how.

The houses the people live in are generally elliptical in shape, sometimes twenty-five to thirty feet long and fifteen to twenty feet broad. A row of stakes about four feet apart are set up around a level and raised platform made of stones at the edge and fine gravel between. These posts are four to six feet high and have connecting pieces at the top to join them. Others, but much larger ones, are set up inside the ellipse to hold the ridge of the roof, then a few heavier pieces are bent to bind the ridge pole and side posts together. This all forms a solid frame work, on which are placed lighter poles, to which are lashed platted leaves of cocoanut to form the roof. Not a nail is used in the whole structure, but all are lashed together with strings made from cocoanut fibre. Many of the houses show fine workmanship and the view of the roof inside is a very attractive one. One of the pictures I sent shows the house and manner of building it. Curtains of platted mats are fitted to close the sides, being dropped when wanted to keep out the rain, sun or wind. The houses are always placed in the shade of cocoanut, bread fruit or other trees, and are not only attractive in appearance, but exceedingly well adapted to the wants of the people in such a climate as this. On the gravel floor are spread mats on which the people sit, and at night sleep. Curtains of topa cloth or mats are dropped to divide the house into rooms when wanted, while on a framework overhead are kept boxes, containing household effects, clothes, &c. All the houses are kept clean, all refuse of every kind being carried away from the house and village so as not to produce annoyance. The raised platform on which the houses are built is generally some six to eight inches above the general level (this gives a dry floor during rainy weather), and for a distance of three to four feet surrounding, is another gravel-paved walk. Sometimes the cooking is done at a small hearth at one side of the house, but generally on a fire outside or in a small house that several families use in common. The food is generally vege-

tables, cocoanuts, bananas, breadfruit and taro, a root like a yam. Fish they get from the sea and some wild birds, pigeons, &c., and since the white men came, pigs are common, but the main reliance is vegetable food. A small amount of work keeps up the supply and marketing is simply going out and plucking the trees. One cannot blame these people for not working. Why should they, when every wind that blows drops the food on the front doorstep?

They are very fond of music and really sing finely. Their songs have a great deal of melody about them and are pleasing to hear. Writers say they are the finest musicians of any primitive people known. It is a very pleasant thing to hear a lot of them on the water, all singing as they paddle along, touching lightly the canoes with the paddles to mark the time, the light tap filling up like our bull fiddle.

New Year's day we had calls from several large parties and seated on the deck, crosslegged, were some thirty young girls all dressed in lava-lavas made of leaves, wreathes of flowers on their heads and about their necks. Seated thus, they looked very pretty and picturesque as they sang for us, keeping time by clapping hands together or on the deck. We also had dances by them, all in the original native style. These lasted for over two hours and we all contributed something to a common fund for them.

Everybody, young and old, men, women, children, boys and girls smoke. Their ideas of trade here are very funny. Each girl or woman takes one of us for a "flend" (friend), and when selected, you are expected to do all your trading with her alone. When we first arrived, they hovered about the ship all day, but now we allow them on board twice a day, during meal hours 12 to 1, 4.30 to 5.30. The articles they bring are fruit, clubs, topa cloth, shells, &c. The girl that waits on me is named Pilinicia, about fifteen years old, handsome and with a superb form. She comes to my air port, and if I happen to be in my room, says "Kaloja," or "how do you do," "you my flend," passes in some bananas, pineapples, cocoanuts and offers spears, shells, &c. Then I give her, if I want them, always a "smoke," i. e., a cigarette, a cigar, or some tobacco loose, a "candelo," or candle, or

"soapo," a small piece of soap, a "nila," needle, "fila," thread, or some other thing. Old clothes are choice tit bits for them. Money they know little about and many won't take it. Anything else than silver half dollars and quarter dollars and English shillings are no good. I couldn't get one to take two ten cent pieces and a five cent piece for a quarter. One good thing about them is that they will always divide anything they have; for instance, if one is smoking and another comes along and wants a puff on a sign, the "smoko" will be passed along. The same with food, and it is said that whenever one goes over the group, you are always sure of plenty to eat, a kind welcome and a good place to sleep. There seems to be a community ownership of everything, and all have a common right to a part of it. When we go to the villages, we see faces of people, say in one house one time, in another at the next one; each house all claim as "my house." They strictly observe Sunday and do not come to the ship and every village is as quiet as was Coila under Dr. Bulliona. I am told they all believe that if they don't go to church Sunday, dire things will happen. How much beyond these outward signs religion has taken root, I have no means of knowing. The French Catholics have many missions in the group, as also have the English dissenter body and the Mormons of Utah (non-polygamous) also have some twenty missionaries in the group.

Altogether they are a very interesting people, as we have found from even our superficial contact with them.

Our last mail, received December 24th, brought no word about our movements or relief. We expect something definite by the mail due now. I wrote you about our narrow escape from losing the ship on the 28th of December. We returned here on the 29th of December and have remained at anchor ever since. The weather has been passable all the time as to temperature, for we have not suffered at all with the heat, but have had a good deal of rain, this being the rainy season. We have had some rain on nearly every day during the last month, but it never lasts long at a time, and often the intervals between have been fine and clear. We are all glad to find the climate better and cooler than we expected.

Nicaragua.

U. S. Legation,

Managua, Nicaragua,

June 5, 1893.

My last was a short note from Acapulco, Mexico, announcing our arrival at that port on our way to Corinto, Nicaragua. We left Acapulco on Saturday the 27th, and arrived off Corinto on the evening of the 31st, but did not get into the harbor until the next morning. Corinto is a good land-locked harbor formed by islands at the mouth of a river and lagoon entrance. It is a good port, from which a railroad runs by way of Leon to the north end of Lake Managua (fifty eight miles), connecting there with lake steamers to this place (thirty-two miles), the capital of the Republic near the south end of the lake.

As you will no doubt see by the papers, the revolution is about over, the contending parties having agreed under the advice of our Minister here to terms of peace, and to the foundation of a provisional government until an election can be held, some five months from now. Our minister, Mr Lewis Baker of West Virginia, and lately of Minneapolis, Minnesota, invited the Captain and as many of his officers as could come, to pay him a visit. So yesterday, we (the Captain, seven officers and three sailor men) left Corinto by railroad at 1.20 p. m. and arrived here at 10 p. m., the whole distance being ninety miles; not a very rapid rate, but a comfortable way to travel. Corinto is at sea level, and this place about one hundred and sixty feet above sea, on Lake Managua. If you will look at the map, you will see two large lakes about the center of the country, Nicaragua and Managua. The ship canal is to pass through and use Lake Nicaragua for the summit level, its Atlantic port being Greytown, at the mouth of the San Juan river and its Pacific port, Brito, just north of San Juan del Sur, and about one hundred miles south of Corinto. Lake Managua is some fifty feet above Nicaragua and flows into it, but the river has rapids that prevent navigation. All the engines and cars of the railroad are American style and build,

and are comfortable. The country is a gently rising plain from a few miles back from the coast, and has a rich soil capable of raising immense crops, but little of it is in use; much of it is timber with luxuriant vegetation and immense trees. It would be fine sugar land that only needs work and enterprise to develop it into magnificent plantations. The climate of this upland table-land is much cooler than on the coast, and it is also healthy. The building of the canal will induce a great development of the thousands of available acres now lying idle. The train averaged but ten miles an hour, including stops. The runs between stops are fast enough, but the stops are often and long. After we had gone some twenty miles from Corinto, we met a special train with the United States flag on the engine, bringing a committee of residents to meet us and escort us to the capital. The committee consisted of the United States Consul, the Surgeon in Chief of the Canal Company (both Americans), the Italian and Spanish Consuls, the General Superintendent of the Railroad, the Captain of the lake steamer (an American), and Mr. May the leading banker of the town, an Englishman.

We arrived at the head of Lake Managua about sunset, fifty-eight miles from Corinto, and went aboard a comfortable steamer where a good dinner was served to us. We could see but little of the lake, as it soon became dark, but what we did see showed the lake and the villages about it to be very interesting and fine. There were a number of volcanic dome peaks in sight, all smoking and presenting a picturesque landscape. We arrived at Managua at 10 p. m., where carriages took us up to the United States Legation, where Mr. Baker the United States Minister, with his two daughters and a number of foreign residents were assembled to receive us. We sat around for an hour or so and then were shown our rooms, for Mr. Baker insisted that we should stay at his house, himself and family and all of us going to the hotel two blocks away for our meals. This morning, we have not done much but walk about and take it easy. The middle of the day being warm, about 4 o'clock we are to go out to be shown some of the sights and to see the troops enter the city, as the revolution is over. Our Minister, Mr. Baker, has been here but a short time, being appointed by President Cleveland. Mr. Baker is a very

popular man, and seems to have acted with discretion and promptness in the troubles. Tomorrow we are to make some official visits, and have our full dress with us for that purpose. When we will return to the ship, we do not know, but in a few days. As to our stay in Corinto, we know nothing, but as the telegraph and mail lines are now open, having been interrupted by the war, we may get orders ere long. I hope we will not have to stay very long in Corinto, for it is simply a small town made by the railroad at the Seaport, and the weather is very hot and we have had much rain there.

Monday morning—Nearly all the party have gone out for a horse back ride with the ladies. To-day we are to pay some official visits. In the evening we dine with the President and his cabinet. Tomorrow we take railroad train and go to Grenado on Lake Nicaragua, returning in the afternoon Wednesday, when we return to the ship.

U. S. S. Alliance,
Panama, June 13th, 1893.

My last was from the United States Legation at Managua, the capital of Nicaragua, since which we have under telegraphic orders moved to this place on our way to Callao, Peru. I will go back to the point where I left off at Managua. The revolution had been settled, owing to the efforts of the United States Minister, and a provisional government had been formed and all that remained to make peace was for the revolutionary army, which had won the contest, to take possession of the capital. This they did on Tuesday, June 6th, when they made an entry into the city in a long procession. While passing the mounted police station, they were fired on by the police and returned the fire. Nine people, soldiers and police were killed, and many other people, some women and children, were wounded. I had been down to see the troops enter and was about a block away from the row. I saw some of the shooting and was in the crowd. As soon as I could, I returned to the Legation. That night there was an earthquake; also a bad railroad accident near the city, by which seven women and children were killed and many wounded. The rumpus and the railroad accident broke up our in-

tended trip to Granada and Lake Nicaragua, so we concluded to return to the ship on the 7th, which we did. The whole country was much excited over the troubles and we did not get through without some difficulty about getting the boat on Lake Managua and a train to Corinto. However, all was finally overcome and we reached the ship at 7 p. m., having had an interesting trip, but on the whole, not a very pleasant one. Still I am glad I have seen something of the country through which the great canal is to be built. I have always taken a great deal of interest in the canal and hope to see it finished soon.

On the evening of the 8th, a telegram from Washington was received on board ship, ordering us to Peru. We left for Callao on the morning of the 10th and arrived here at Panama this afternoon, having stopped for coal and supplies. We will stay but a short time and expect to leave for Callao on Thursday, the 15th. I believe there is a revolution in Peru or a chance for one. If so, it will be the fourth one we have chased since September last—*Honolulu*, *Samoa*, *Nicaragua* and now *Peru*. There is one advantage; we will be in a good climate in Callao and we are all very glad of the prospect of getting out of the great heat and rains of Central America and the isthmus of Panama. Besides we will be so much of our journey towards New York. I think it probable, we will remain in Peru until some of the ships come out from the east coast, and that then we will commence our journey around. I am very well, but will be glad to get out of the very hot weather and rains we have had.

A Visit to Kilauea.

U. S. S. Alliance,
Honolulu, Hawaiian Islands.
March 14th, 1893.

On our return from Hilo the morning the mail steamer left, I did not have time to give you any account of our visit to the volcano of Kilauea, so I will now give you some account of our trip and what we saw. The map I send will give you an idea of the location of the mountains Mauna Kea, the highest point of Hawaii, a snow-tipped extinct volcano; of Mauna Loa, an active volcano at intervals, on whose slope is situated the crater of Kilauea, the largest active crater in the world. On one side of the enclosed sheet is an outline sketch of the mountains as they appear when viewed from the ship's anchorage in Hilo Bay. You will notice that none of the mountains are cones, as all volcanoes so often seen, as in Vesuvius and Fuji Yama in Japan. They are great masses and do not give any adequate idea of their height. Kilauea is only four thousand and forty feet above sea level on the gently sloping side of Mauna Loa. To reach it from Hilo, we go eighteen miles, through beautiful forests most of the way, by carriage over a fine macadamized road that will be finished all the way (thirty-one miles) in another year. From that eighteen mile point, we all had to go on horse back for thirteen miles over a rather rough trail. As I have not been in a saddle since 1887, I found the ride rather trying, but stood it well. We left Hilo at 7.30 a. m. and reached the hotel at the crater, "The Volcano House," at 4 p. m. We had a short rest, a good lunch and then went down into the crater pit to see as much as we could by daylight. If you will look at the sheet enclosed, you will see that the Volcano House is situated right at the edge of the great pit three miles long by two wide and five hundred feet deep. There is no cone about this crater pit, for the general surface of the ground for miles around is like a gently sloping plain from which has dropped this great area of six square miles, whose floor five hundred feet down is all black lava with not a green thing

to be seen. From the Volcano House a good trail leads down the cliff, where horses ridden by people can descend with safety to the lava floor, and so across the black lava field by the trail to the edge of the little pit, which pit contains the active lava lake. The little pit is some two thousand feet in diameter and is nearly circular. In its center two hundred feet down, is a rim of black lava cokes some fifty feet high, piled up in a circular ring for all the world as if it had been prepared for an immense circus show. Within this rim, twelve hundred feet diameter, is a lake of molten moving lava, the largest in all the world. All our party walked down the cliff road and over the lava field, a distance of two miles in a straight line, but three by the windings of the trail. The level of the lava lake varies from time to time, sometimes filling the little pit so that the molten lava overflows into the great pit, as the slope in the cross section shows has been the case. A few years ago it sank eight hundred feet below its present level. It is now filling up again.

After standing at the ledge and viewing the floor of the little pit with the lava lake for some time, we descended by a pretty steep trail to the floor, and walked over hot lava to the rim of the lake and stood watching the molten flowing mass surge and boil right up to our feet; in fact, we had to jump several times to prevent the liquid waves of red hot lava from washing over our feet. Sea waves when they dash at you are apt to make one step quickly, but when the waves are of molten lava, you run from the impending danger and intense heat. After collecting some specimens of the molten lava to bring away after coolings and having had a good near view of the lake of fire we came out of the little pit and ascended to the shed at the edge about dark, and remained there some two hours, so as to have a good view after dark, which was simply grand and almost indescribable.

The lake of fire, twelve hundred feet diameter, after dark appeared in many places dark, where a crust had cooled, through which wide streaks of bright red fire showed. These constantly changed, opening out in places, running together often, closing again to open and connect in other places. At one side was a great mass in active boiling, constantly throwing up great masses to one hundred feet or more, showing the most vivid shades of

red I have ever seen; in fact I have never seen such brilliant peculiar, colors before. Then again a great mass of the black crust in another part of the lake would be heaved up from fifty to one hundred feet, and we would see a boiling fire fountain bubble that would last for a minute or two; sometimes eight or ten of them in different parts of the lake were visible at once and we could hear the grinding and crunching of the cooled black lava cokes as they tumbled over each other, and were carried by the waves of the molten fluid. It was a grand, fascinating sight, of which I have read accounts simply descriptive, again by those who go off in rhapsodies, but none have given me the impression of the reality, as I saw it myself. The fire fountains of which I have spoken are one of the peculiarities of Kilauea. They are never long the same, for every few months bring changes, as might be expected where there is so much activity. I was loathe to leave the grand sight, but we did at last and found our way back to the hotel through a light rain that met us outside. After a change of clothing, we sat down in front of a wood fire for a while.

On the coast the climate is tropical, but up at the Volcano House, a fire is needed every night of the year. We ate a hearty dinner and had a good smoke and a hot bath from a natural sulphur stream that oozes out of cracks and crevices on the bank near the hotel, and in fact in thousands of places about and in the crater. This stream bath followed by a hot and cold shower, made me forget all the fatigue of the long day's exertions and produced a calming effect after I got into bed that induced most delicious slumber. The bath and effect were alone worth the trip, for the enjoyment they gave. The next morning we were up early and at 8.30 started back, riding thirteen miles on mules over the trail, then meeting the carriages. Arrived at the ship at 6 p. m. The ship got under way at once and ran all night and at eight the next morning stopped off Lanai one of the islands of Maui. This island contains the crater of an extinct volcano nine miles in diameter, ten thousand feet above sea level. It is the largest extinct crater in the world. All these islands have at some time been the scene of immense volcanic activity, of which the only remnant now is an occasional eruption of Mauna

Loa and the ever active Kilauea. These, grand as they are, are but insignificant to what they once were. In 1880, Mauna Loa sent out a lava stream that stopped but a mile from Hilo village, which all feared was doomed to destruction.

That night we again got under way and arrived at Honolulu the next morning and took our old berth in the harbor. We found all quiet at both of the ports where we stopped and all waiting to hear what the United States is going to do about an annexation treaty.

Ladrone Islands.

U. S. S. Monterey,

Guaim, Ladrone Islands.

July 23, 1898.

We arrived here this morning after a pleasant weather trip from Honolulu which place we left on the night of the 1st of July.

The trip over was largely in tow of the "Brutus", our Collier Consort, and but for the heat we have been fairly comfortable, though the days were monotonous and dragged heavily. I have never made a trip at sea with so little enjoyment as this one from Honolulu here, but I am not going to write a complaining letter and so will drop all such things.

We made this island at day-light and stood on to the only port or anchorage in the coral reef called San Louis D'Apra about four miles from Agaua. Arriving off the port we sent in two boats to make the entrance through the coral reef, also to hold some communication with the Spanish authorities. Several boats came out, one flying the American flag to meet them and by and by they all came off to the ship, when we found several people who spoke English well and among them an American who lives here. From them we learned that the U. S. S. "Charlestown" and the first Manila Expedition had been here in June and taken all the Civil and Military authorities and the garrison of some sixty soldiers prisoners and carried them off to Manila. The authorities came on board the "Charlestown" and were greatly surprised when they heard of the war between Spain and the United States, of which they knew nothing, and that they were to be kept on board as prisoners of war. So this place is now United States territory, but as yet there is no garrison to hold it. We have had a plentiful supply of fruit and fish and will get beef, also vegetables, to-morrow. We are now busy coaling ship and will leave in a few days. The island is about twenty-seven miles long and has about seven thousand inhabitants. We are told it contains a large amount of very fertile land on which sugar cane grows, also tobacco, rice and cocoa,

but the Spanish have never encouraged any proper development, so but a small part is under cultivation. The island has a backbone of rolling hills densely wooded and presents a very picturesque appearance. Some of our officers have been ashore and up to the town of Agaña which they found a well laid out, clean place of some four thousand people with churches, and school houses, that presented a thrifty, pleasing appearance. The streets were wide, clean and well kept and the people seemed contented and happy. The harbor has been the resort in days gone by of American Whalers and a number of them have resided here for some time, and natives have been to the United States to be educated, for instance the Pilot or Harbor Master lived in New Bedford for fourteen years and went to school there. The people came off to the ship in quite large numbers, among them several children of the Military Governor, who was taken to Manila as a prisoner of war. The people did not seem to think any the worse of us but in every way treated us nicely and a good many openly said they hoped the United States would keep the islands. Should we keep Manila, Guam will be of good use to us as a coaling port and we will make much of it.

Monday, July 25th.

Having finished our coaling we left port this afternoon at 3.30 and having steamed outside the harbor went in tow of the "Brutus" again for a few days.

August 2nd.

We made land yesterday afternoon, being the island of Samar, and at day-light entered the straits of San Bernardino which divides the island of Luzon from the other islands. We ran all day among the islands and beautiful tropical scenery, passing out of the straits on the afternoon of the 3rd, about sixty miles south of Manila bay for which place we ran until we made the entrance to Manila Bay off which we stood on and off all night.

Aug. 4th.

At daylight stood up the bay of Manila and arrived at Cavite amid the fleet at 10 a. m. We were loudly cheered by them all

as we passed to an anchorage under Cavite point. We were soon boarded by officers from the ships and learned of the capture of Ceveras' fleet.

Admiral Dewey and the fleet were very glad to see us arrive on account of certain complications that have taken place. We are anchored near several of the sunken Spanish "men of war," and the harbor has a large number of ships in it, almost all with the United States flag flying. The foreign "men of war" are all at Manila City some miles up the bay.

Last night as we sat on deck we saw the flash of guns on shore where the United States troops are in camp about half way to Manila. There are now about ten thousand United States troops here and a good fleet and the impression seems to be that active operations will begin soon to take the city of Manila. There are also complications about the insurgents and some of the foreign powers have shown a disposition to be ugly, but we are the strongest vessel of all (there are twelve foreign "men of war" at anchor off the City) and the fleet have given us the name of the "balance of Power." Another Monitor very like ours, the "Monadnock", is due now most any day and then I don't think anybody will be saucy to us any more. I have seen so little as yet to write about, and it is so uncomfortably hot everywhere except on deck in the breeze, that the mood to write does not come over one to any great extent. Everything on board ship is carried out on a war basis. All the loose stuff, mess gear, lockers, bulkheads, etc., above the armored deck, the boats, etc., have been taken down and sent ashore to save them as well as to have them out of the way of making splinters when struck. At night all lights above deck are out, armed sentrys are on duty and the secondary battery crews sleep at their guns with ammunition ready. We are allowed to have lights in our rooms because they do not show out. It all seems so strange to have a "man of war" in such shape, so different from the usual thing. We are all quite well after our long trip and have stood the heat very well, there being no serious sickness as yet. We have lost a good deal in weight, I particularly, and you would not know me for none of my clothes fit me. The heat is very trying, for everything you do throws one into a perspiration at once, and the nights also are

hot in our rooms. My electric fan has been my salvation, otherwise I would not have slept. The worst weather is now over, so all say, and we look for better ahead. I do not complain but will be glad to get home again and get some cool air and cooler water. We get fresh beef, mutton and vegetables three times a week from a refrigerator Steamer sent by the United States Government from Australia. A market has been set up on shore where chickens, eggs, milk, fruit and some vegetables can be had in limited quantities. We can also have our laundry done. I have not yet been able to find out any definite idea of what is being done ashore by the troops, but active operations are going on and no doubt something definite will take place soon.

It has been very bad weather ever since we came, blowing hard most of the time, and frequent rain squalls. We hope to coal ship very soon and will then be ready for our part in anything that may come up. As I wrote you a seven thousand mile trip on a monitor in the tropics is not a picnic, but we are pleased to be able to do our duty and get here in time to be of use.

Evening of Aug. 6th.

I have just come from deck where I have been watching all the ships with their electric search lights in answer to a signal, on the enemies camp some five miles up the beach, at the same spot where we saw firing last night. It is all so strange and different from the man of war routine. We hear several of our troops were killed in last night's melee.

General Merritt and Admiral Dewey have, I hear, come to some plan of action for the near future. We are to coal ship tomorrow, going alongside one of the hulks for that purpose, at daylight tomorrow morning.

U. S. S. Monterey,
Off Manila, Philippine Islands.
August 15, 1898.

We remained at anchor in Cavite after our arrival on the 4th, until Saturday the 13th, while negotiations were being made between the Admiral and the Spanish Governor General of the City and islands. On the 13th, the whole fleet moved from Ca-

vite to position off the City and there was some firing by a few of the ships and some sharp work by the troops on shore. Our orders were to take a position opposite a battery of nine inch Krupp guns, the strongest in line of defense, but not to fire unless they fired at us and as no shots were fired from that battery we did not fire any, but if we did not fire the moral effect of our presence was a great one and a large factor in the surrender, for the Spanish authorities openly say they fear the fleet more than the army. About 5 p. m. the City had been surrendered to Admiral Dewey, the United States troops marched in and the United States Flag hoisted over the most prominent objects was saluted by all the fleet. It may seem strange to you, but we have very few details among us of all that has taken place here in the past few days, and you will be able to get fuller accounts from the newspapers than any I can learn. We see very little of other ships' officers and are practically cut off from any means of getting reliable information. This we do know, that the mere presence of our ships here has been a very deciding factor in several important points, both as regards the Spaniards and the actions of some of the foreign powers who have shown a very amazing attitude towards our Admiral. We fully expected to have a fight and were all stripped down to it and to say all hands were disappointed in not getting at least one shot is putting it mildly.

I should have said the Admiral waited for our ship, the troops and the "Monadnock" before demanding the surrender of the City, but decided to act as soon after we arrived as he could get his troops into position, without waiting for the "Monadnock." During the first hours of the fight, I of course was at my station below, but learning that the forts were not shooting at us I went out on deck to see the other ships fire, and saw several shots hit the old fort then being attacked by them, and afterwards saw the troops make the charge that captured it and then make their way through the fort we held our guns on, and so on to the city. It seemed so strange for so many of our people to be out on deck watching the fight and not in it to any active extent. The crew were very enthusiastic about it all and every man came off the sick list that morning, some of them hardly able to get about (there were but four or five in all on the sick list) as all wanted

to have a hand in the fight. This afternoon the Admiral granted permission for the officers to go ashore. I could not go as I had some important work to look after but the accounts from those who did go were interesting. Our troops have quiet possession of everything and keep regular police force on duty to keep order. The Spanish troops were being disarmed and were then quartered in the Churches and Public Buildings. There seemed to be the best of feeling on all sides and everything is as orderly as could be desired. The only trouble to be found is from the Insurgents who are desirous of getting control of affairs to set up their own Government, but I doubt if they give much trouble. Many of the shops were open and the others would have been had it not been a great Church Festival day. General Merritt who became Governor General is to issue his proclamation on the 16th, and start the Government under his control at once, and I have no doubt all will go on in an orderly systematic manner.

Aug. 16th.

This morning a special steamer sent by the Consul at Hong Kong from that place with despatches arrived and we learn hostilities have been suspended from the 13th. We are now glad we had some part, if only a moral one, in the taking of the City. They brought very little other news and no mail to speak of. No letters for me. This afternoon the Monitor "Monadnock" arrived in port with her consort the "Nero." The moral effect of two strong Monitors with six, ten inch and two twelve inch modern guns will make some of the foreigners who have been ugly change their tune. It is said here, that before we arrived they were told by our Admiral he was ready to fight if they did not heed his position of conqueror. I don't think they will be ugly any more as they know now it was no bluff about our coming, which they had openly boasted was the case. We are both here and much in evidence.

U. S. Monterey,
Manila Bay, Philippine Islands.
August 30, 1898.

We have no regular mails as yet established but they go by any steamer that chances to leave.

We are anchored off Cavite awaiting the outcome of the peace negotiations. I have been up to Manila City and find all there going along in good order. The Americans are to be seen everywhere. Our soldiers are a rough looking set as far as clothes and military airs go, but magnificent physically.

A funny thing happened a few days ago, a United States sentry, a strapping big fellow from Oregon, was on one of the bridges over the river, when an insurgent met a Spanish officer and spat in his face. He appealed to the sentry to have the fellow arrested but instead of doing so he asked the Spanish officer to hold his gun and then taking hold of the saucy insurgent tossed him over the bridge into the river, took his gun and saluted the Spanish officer, while the astonished officer walked along with wonderment in his face.

U. S. S. Monterey,
Manila Bay, Philippine Islands.
Oct. 7, 1898.

I have been out of the ship but a few times, having to go on shore to the navy yard to look after some work there. By the Navy Yard I mean the one captured from the Spanish which we now have in full blast. It is really a very good one, has railway steps for hauling out small ships, good shops of all kinds and we captured a large lot of material which we are using. Seven hundred men are employed there; mostly men who worked there before the war.

We await the action of the Peace Commission, as it will affect our movements no doubt. We have the promise of going to Hong Kong with the ships about December 1st.

I was weighed a few days ago and have gained eight of the fifty pounds I lost between "Frisco" and Manila.

U. S. S. Monterey,
Manila Bay, Philippine Islands.
December, 1898.

Since my last letter we have remained quietly at anchor off the navy yard at Cavite, our Captain being in charge and a number of our officers and crew employed there all the time.

Six of the ships sunk here on May 1st and August 13th, have been raised. Three of them were small regular men of war and will be refitted for our use. They will be of great service as they are just the size needed for use among the islands. The other three are smaller but will be useful for work about the bay. A lot of steam launches were captured with the navy yard and are in use by our forces. From our anchorage we can see eight sunken hulks that at one time formed the Spanish fleet, which Admiral Dewey sank on May 1st. None of these vessels are worth raising and refitting as they are so badly damaged that it would not pay for the expense.

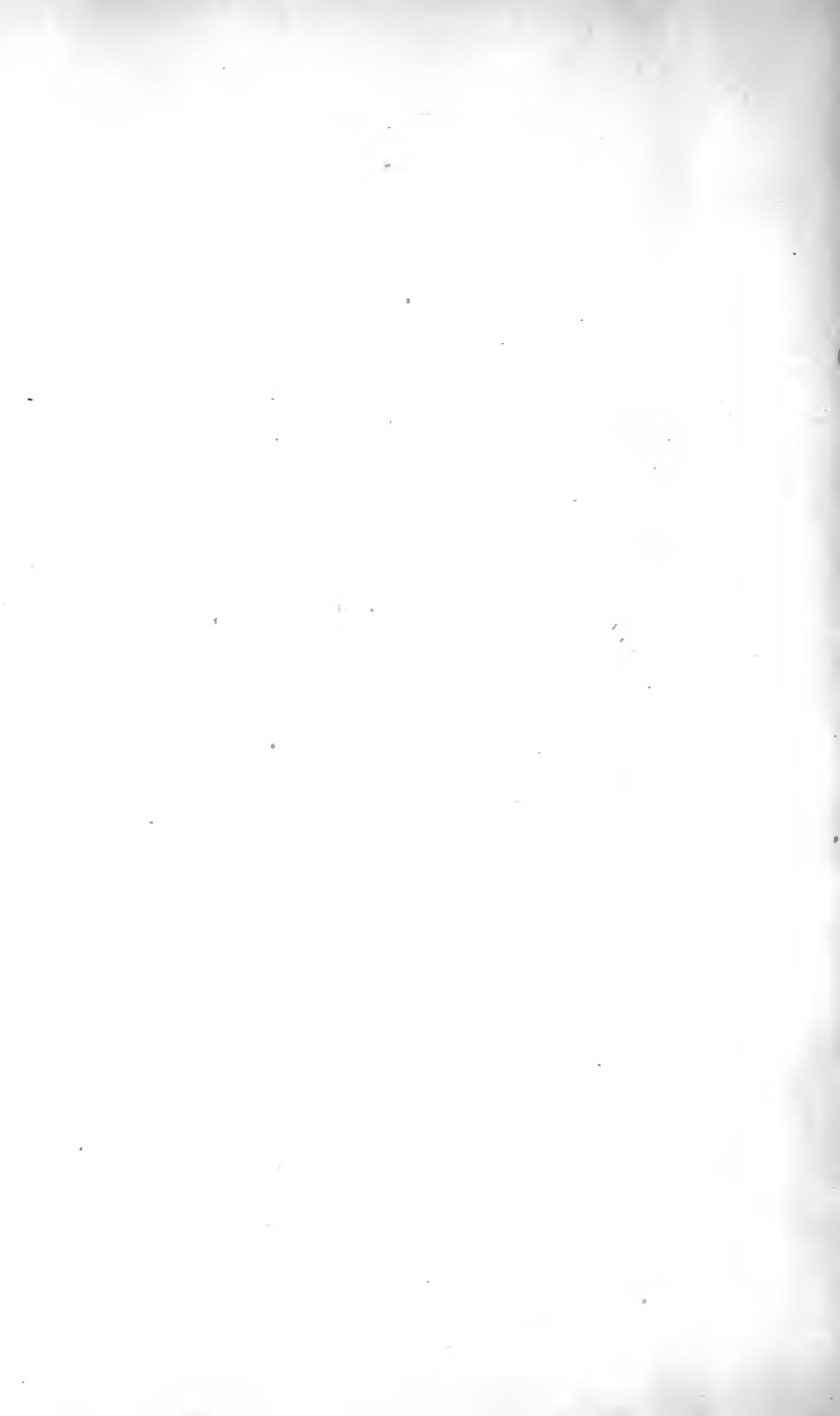
Matters in the city are moving along smoothly, and I have no fear that the insurgents under Aguinaldo will make any serious trouble when we are once in complete control. My idea is they are striving to make a show so as to get something from us when the final settlement comes. They have been very quiet about here, but some of the other islands have been fighting the Spanish troops very hard. A few days ago a regiment with some men of war went to Iloilo on account of the trouble there.

We are now living nicely, plenty of ice, mutton, vegetables, etc., thanks to the ships that bring them from Australia. The fruits here are very good. There are many varieties of bananas, some of them with delicious peculiar flavors I have never found in any other part of the world. I always keep some at hand in my room to nibble on and am very fond of them. Mangoes are coming into season and I find them good. I have never cared for them in other parts of the world but these I like and experts say they are the best found anywhere. The papaya (kind of melon, also fruit of a tree) is very good once in a while. Oranges and lemons and also limes are poor because they have never been cultivated. The limes of the Lodrones (Guan) were the largest and richest I have ever seen. Pineapples are not yet in season,

and I have not yet seen an Avocado or Alligator pear, the special favorite of all the tropical fruits. We have had some barrels of apples sent from California that brought up home memories.

The weather during December has been much cooler with very little rain. On Christmas day the lowest temperature was seventy-four at night, warmest eighty-six during the afternoon. We had a Christmas dinner, with some of our officers' wives for guests (many officers have their families here now) and served a real native turkey, cranberry sauce, pumpkin (native) pie, etc. We had a delightful time and it was a pleasant break in the monotony of our quiet days.







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